

Hongkong Daily Press.

**JUBILEE
PILSENER BEER
IN HOCK BOTTLES.**

PER CASE OF 4 DOZ. QTS. } \$13.
" " " 6 " Pts. }

**SOLE AGENTS:—
H. PRICE & CO.**

THE HONGKONG PASSENGER
TRANSFER CO.
20, LEE YUEN STREET EAST.

ACCEPTS ORDERS to TRANSFER BAGGAGE to all parts of Hong Kong also from Ships to Shore and to Out Vessels, thus saving Travellers all trouble and annoyance. Our Launch meets all incoming Passenger Boats.

W. H. G. MORDEY, Manager
Hongkong, 20th May, 1901.

INTIMATION.

A. S. WATSON & CO.,
LIMITED

ESTABLISHED A.D. 1841.

THE LEADING MANUFACTURERS
OF
AERATED WATERS
IN THE FAR EAST.OUR FACTORIES are constructed with
every attention to the best principles that
sanitary science can suggest; and our NEW
FACTORY at WEST POINT is the
LARGEST and BEST EQUIPPED in the
FAR EAST.A PERFECT SYSTEM of
FILTRATION is employed, guaranteeing
ABSOLUTE PURITY.

The Machinery used is of the latest type.

A STAFF of ENGLISH EXPERTS
attend to every detail of the Manufacture.The Waters produced are of the highest
class and excellence; as testified to by the
best English makers.A. S. WATSON & CO.
LIMITED,THE HONGKONG DISPENSARY,
HONGKONG.

Hongkong, 31st May, 1901.

NOTICE TO CORRESPONDENTS.
Only communications relating to the news columns
should be addressed to THE EDITOR.
Correspondents must forward their names and ad-
dresses with communications addressed to the Editor,
not for publication, but as evidence of good faith.
All letters for publication should be written on
one side of the paper only.
No anonymously signed communications that have
already appeared in other papers will be inserted.
Orders for extra copies of DAILY PRESS should
be sent before 11 a.m. on day of publication. After
that hour the supply is limited. Only supplied for
Cash.

Telegraphic Address: PRESS—A.B.C. Code.
P.O. Box, 93. Telephone No. 12.

MARRIAGE.

On the 1st June, at the U.S. Consulate-General,
Shanghai, by the Rev. J. R. Hykes, in the presence
of the U.S. Consul-General, SAMUEL BERNERZ
GREEN to ELIZABETH HANKIN, both of Shanghai.

The Daily Press.

HONGKONG OFFICE: 14, DES VŒUX ROAD.
LONDON OFFICE: 131, FLEET STREET, E.C.

HONGKONG, 7th June, 1901

ONCE more the dearth of news from South
Africa has been causing anxiety at home,
and the allegations of last year as to
Government suppression of news are again
rife. The Government for its part declares
that it has made public all the news sent by
Lord Kitchener, and, allowing for a certain
latitude in official statements, there seems
no ground for challenging this assurance.
If the less than meagre news which we
have received here from London fairly
represents the information vouchsafed to
the home public, it is hardly to be
wondered that a certain amount of dissatis-
faction has been expressed. But the silences
of last year were generally found to conceal
no great disasters, and now that the
character of the war is so changed it is
less likely that grave mishaps are hidden
behind the Commander-in-Chief's reticence.
The last home papers to hand summarise
Lord Kitchener's despatch recounting his
operations against the Boers since he was
left by Earl Roberts in supreme command
in South Africa. This plain and unvarnished
report, as a home contemporary says, is
as characteristically denuded of the
picturesque as the columns of a ledger, but
what it deals with nevertheless is the
scouring of the land from Dan to Beer-
sheba, the whirling of columns towards
every point of the compass, the incessant
mobilisation of troops up and down
the thousand miles of a single-track
railway, the development of a cool and
elaborate plan by the interaction of
a maze of break-neck movements.
We have no reason for imagining that there
has been much alteration in affairs since.

Indeed Mr. Brodrick's last important
statement was to the effect that Lord
Kitchener was satisfied with the progress
made, for, though the great area covered
by the fighting and the dispersion of the
Boers prolonged the war, the process of
exhausting the enemy was going on
rapidly. There is no humiliation for Great
Britain in the fact that her uncompromising
enemies in South Africa can still keep the
field and avoid capture. We are not short
of men for the duties which they are called
upon to fulfil. Lord ROBERT spoke not
many weeks ago of undue optimism on the
part of the supporters of the Government.
It is difficult, however, to say how they are
manifesting this. Since Sir ALFRED MIT-
CHELL's explanation of his rather despairing
report and his expression of opinion that
affairs were brighter since he wrote, we see
no grounds for taking a gloomy view of
the situation. No one will deny the Boers the
quality of love of independence in a high
degree, and those who now are fighting
Lord Kitchener are the Boers whose patri-
otism, according to their own lights, is the
strongest. The majority of the most far-
sighted among their fellow-countrymen have
long recognised that further resistance can
avail their case nothing. The day when they
could hope successfully to defy the British
Empire has past. Their Continental and
American friends watch the final flicker of
resistance with a sympathy from which they
can derive nothing tangible. The statements
of foreign witnesses of the South African
War have somewhat altered the attitude
even of the most violent Anglophobes in
Europe and the United States. Genuine
pro-Boer sentiment, willing to express itself
in action, is left for the "cranks" and the
upholders of lost causes. The late republics
of the Transvaal and the Orange Free States
have tested the value of political friendship
and found it as nugatory as it has ever
proved.

A Chinese workman fell from a building in
course of erection at Hingham on Wednesday
afternoon, and was killed.

Mr. Alec Marsh leaves Shanghai to-day for
Tientsin and Peking. He expects to return to
the Colony in July.

An inquest was held yesterday afternoon on
the body of a Chinese prisoner who died in
Victoria Gaol yesterday morning.

It is stated that a portion of the baggage
pirated by a junk from the wrecked P. & O.
liner *Sobraon* has been recovered.

A concert was given on board last night by
the officers to the men of H.M.S. *Hermione*.
The ship was dressed for the occasion.

The Shanghai mandarin has been informed
from Hainan to the effect that it has been de-
cided that the province of Kiangnan shall
contribute every year 3 million taels towards
the payment of the foreign indemnity, and
that the duty of arranging about the collection
of this sum shall rest on the Governor of the
province.

By grants made of £1,000 each on 2nd inst.
by the Society for the Propagation of the
Gospel in Foreign Parts, a new set of Shanghai
has been provided with an endowment of £400
per annum, and the Bishop in Corea with an
endowment of £300 per annum. To each of
these funds an anonymous benefactor gave
sufficient capital to produce £200 per annum.

Four battleships ought to be speedily added
to the effective strength of the British fleet,
says a home paper. The *Albion*, the last of
the *Canopus* group to be completed, with the
exception of the *Vengeance*, it is said, is to
go to the China station to relieve the *Barfleur*.
This would mean that the *Canopus* would not
proceed, as was reported and believed would
be the case four months ago.

The steamer *Hatching*, from Taku, which
left the harbour on the 4th inst. carrying
Major-General Cumming, D. S. O., and officers
from the North back to India, encountered
rough weather outside and had to put back.
The vessel again put to sea, but a case of
plague occurred on board, and for the second
time the *Hatching* was forced to return. The
steamer will leave on her voyage when she has
been thoroughly disinfected.

A feast will be given at No. 3 Police Station
on Sunday morning to Hindus and Sikhs, to
commemorate the laying on that day of the
foundation stone of a new *Dharmasala* (or
temple) at Happy Valley. It has been a long-
standing grievance with Hindus and Sikhs in
the Colony that for those followers of that faith
who are not members of the police force there is
no place of worship. A movement, influentially
headed, was recently started, the object of which
was to secure a piece of ground whereon a
temple could be erected. An application to
Government resulted in the gift of a site at
Morrison Hill, Happy Valley, on the spot
where the Hindu and Sikh crematorium ground
is at present located. Subscription lists were
then opened and energetically subscribed to by
those interested, with the result that a sum of
£8,000 is now in hand to proceed with the
building of the *Dharmasala*. This is only \$1,500
short of the estimated cost of the temple, which
will run to about \$9,500. The building will be
a two-story one. The arrangements connected
with the ceremony of laying the foundation
stone have not yet been decided.

The British transport *Itola* arrived yesterday
from Calcutta. The Austrian cruiser *Donau*
left yesterday morning for Singapore, but
returned to the harbour in the afternoon.

Field-Marshal Count von Waldersee started
from Peking in a special train on the 3rd inst.
He goes to Japan as a guest of the Emperor,
and thence to Batavia and East Africa.

Vice-Admiral Sir Cyprian Bridge on the
6th ult., two days before he left England, had
an audience of His Majesty upon his appoint-
ment as Commander-in-Chief in China.

Sir Ewen Cameron has, we are glad to learn
from home papers, completely recovered from
his recent operation, and resumed his post
at the Hongkong and Shanghai Banking
Corporation from the beginning of May.

In recognition of services rendered in the
military operations against the Chinese, Major-
General Stained has been promoted to the
rank of lieutenant-general, while Lieut.-General
Baron Kaulbars has received the Alexander
Nevsky Order with swords.

On the 30th ult. the Great Northern Tele-
graph Co.'s cable steamer, the *Store Nordisk*,
finished the laying of the duplicate Choo-
Taka cable, which is intended to strengthen
the independent cable connection between
Shanghai and North China.

The new cruiser *Baians*, which has been
built at Toulon for the Russian navy, is
expected to arrive at Cronstadt during the
summer. In the autumn she is to come to
the Far East to reinforce the squadron under
the command of Vice-Admiral Shkredoff.

The *Journal de Bruxelles* declares that the
Belgian Government claims from China an
indemnity not of 120,000,000 francs, but only of
30,000,000 francs, this sum covering the de-
struction of the Legation, of the Belgian rail-
ways, and the damage done to the Belgian
missions.

The German second-class cruiser *Ariadne*,
which has been built in the Weser Yard, is
destined for the East Asian Station, and after
trial trips and the completion of her armament
will set sail for China during the summer,
where she will relieve the *Irene*, which has
been six years on this station.

Concerning a possible conflict between Russia
and Japan, naval and military experts in Russia
would appear, so far as their opinions are
known, to take a seriously respectful and
decidedly apprehensive view of Japan's offensive
power in case of an armed collision between
the two Powers. Perhaps this view has been
brought about by the opinions of those officers
who were with the relief column at Peking.
It was generally said at Peking that the Russians
placed a much higher value on the powers of
the Japanese army than they had done
previously.

The railway through Siberia will this spring
carry over 100,000 immigrants to the Far East.
Last year 16,000 were settled along the Ussuri
River. These immigrants are of the class
favoured by Government. They are conveyed at
nominal prices, with all their goods and chattels,
provided with land and first aid to settlement in
hard cash, and are bled up to serve when
wanted as soldiers. Naturally, these families
are chosen whose members have been through
the military mill in Europe already. This is
known as the Cossack system, and the men are
to all intents and purposes actually Cossacks.

The King of Siam, accompanied by his suite
arrived at Batavia over a fortnight ago, and
was received with every honour. After a few
days' sightseeing he left Batavia for Bandung,
a health resort in west Java, where he arrived
on the 18th ult. A shower of Siamese orders
fell on the King's departure from Batavia, the
Strait Times says. The Governor-General of
Netherlands India received the Grand Cross of
the Crown Order, the decorations of which also
reached nine other recipients. Ten persons
received decorations of the White Elephant
Order. Of course, most of these thus honoured
were officials.

The recent outbreak of the Kilauea volcano in
Java was attended by great loss of life.
Torrents of lava and hot mud flowed amid
showers of ashes and stones. Many natives
and a few Europeans perished. On an estate
called Alas Kodarung, the manager, amid a
shower of stones, fled from a torrent of lava in
a carriage with his wife, two children, and a
nurse. The lava overtook them. The children,
the nurse, the eyes, and the horses perished.
The parents jumped into a clump of bamboo
and saved themselves. The lava also consumed
the superintendent of the estate and about
twenty-five coolies. (Many other estates in the
neighbourhood were destroyed. The country
around was strewn with corpses.)

The spectacle which Mr. Pitt-Rivers
prepared for the Military Exhibition, which
was opened on the 3rd ult. at Earl's Court,
London, is entitled, "China, The Relief of
the Legations," and it is said to equal in
attractiveness any of his previous productions
in Kensington. All the main incidents of the
siege and the relief are depicted. One of the
most picturesque scenes is that which introduced
the ceremonial rite of the Boaters, whose war-
dances, quaint costumes, and head-dresses and
sashes, waving banners, and drumming spears
and make up a striking picture. At the end of
all comes a bright and effectively contrived
march past of the victorious soldiers and
blue-jackets of the different nationalities.

Warren's Circus is now touring in Java. At
Sourabaya, the proprietor, was relieved of 700
gallons by thieves. Harston's Circus has
also gone to Java.

The following appointments have been made
at the Admiralty:—Captain—R. H. B. Stokes,
to the *Edipus*, to date May 30; Lieutenant—
F. L. P. (R.N.), to the *Ocean*, for twelve
months' training, to date May 17.

Baron Tadashi Hayashi, Envoy Extraordinary
and Minister Plenipotentiary from Japan, had
an audience of His Majesty King Edward on
the 4th ult., and presented to the King a
portrait of His Imperial Highness Prince
Kan'in.

A Simla telegram of the 21st ult. says:—The
plague mortality continues to decrease through-
out India. The returns for the last week show
a total of only 1,918 deaths against 2,592 in the
preceding seven days. The improvement is
marked alike in Bengal, the North Western
Provinces and the Panjab.

Sir George White can now write the follow-
ing string of letters after his name:—V.C.,
G.C.B., G.C.S.I., G.C.I.E., G.C.V.O., and
G.C.M.G.—twenty-one! This beats Lord
Roberts, who has seventeen—namely, V.C.,
K.G., K.P., G.C.B., G.C.S.I., G.C.I.E., Lord
Wodeley is entitled to wear four Stars, namely,
those of the K.P., G.C.B., G.C.M.G., and 1st
Class of the Ottomanieh.

H.M.S. *Talbot*, which arrived at Singapore
from England via Colombo on the morning of
the 31st ult., continued on her journey and
reached this port yesterday morning. The
Talbot is, as we have already stated, a second-
class cruiser, of 5,600 tons displacement and
9,600 h.p. Her armour is 3 in. gun position,
and 14 in. deck. She carries five 6 in. Q.F.
six 4 in. guns, one 3 in. gun, four Maxims,
and 1 light gun; and three torpedo tubes
(two submarine). Her speed is 21 knots. She
has relieved H.M.S. *Bonaventure*.

From private advices received from Samshui
yesterday, we learn that George L. Mackay, D.D.,
the well-known missionary of the Presbyterian
Church of Canada, in North Formosa, was in a
very precarious condition of health at the
beginning of the present month, from throat
trouble, not being expected to live more than
a fortnight. He spent several weeks in Hong-
kong last winter, under treatment for this
trouble. He is best known here, perhaps, as
author of *From Far Formosa*, and is one of the
old-fashioned school, having gone into his
field single-handed and will leave the work well
established, represented by upwards of 60
different congregations, schools, &c.

The *L. & C. Express* wrote last month:—
The Marquis of Lansdowne has fixed 21st inst.
as the day on which he will receive, at the
Foreign Office, the deputation from the
Associated Chambers of Commerce with
reference to British trade with China. The
deputation, which will include the members of
Parliament associated with Chambers of
Commerce, will present the resolution passed at
the recent meeting of the Associated Chambers.
This resolution, it will be remembered, was as
follows:—"That it is essential that the Govern-
ment should take adequate measures for the
safeguarding of the vast commercial and
political interests of British Empire in China,
and that in connection with the settlement
following the recent hostilities reparations should
be sought in increased facilities for trade rather
than by a money indemnity."

Several English papers, says the *Times* of
India, express surprise at the large stores of
arms and ammunition controlled by the "Mad
Mah" against whom the Anglo-Abyssinian
forces are now operating in Northern Somali-
land, and ignorance of the source whence they
were obtained. A very brief acquaintance with
the recent history of North East Africa would
have shown our contemporaries that these guns
came through the same channel as the rifles with
which Menelik crushed the Italians at Adowa.
For several years the French Government have
pursued the reckless policy of allowing any
natives who can scrape together the money to
purchase modern rifles through Jibuti. The
Abyssinians have utilised this opportunity to
arm to such an extent that they are by far the
strongest native power in Africa, and all the
tribesmen in East Africa enjoy the same facilities
as the Abyssinians. The mischief does not
stop here. Jibuti is also used as a base for the
supply of arms to the wandering tribes on the
Yemen and Hadramaut littoral—a contraband
traffic chiefly carried on by slave dealers. Of
deliberate purpose, the French Colonial authori-
ties are pursuing a policy in East Africa which
contains the seeds of big trouble in the near
future. In every little dispute which rises it
will not be a scattered ill-armed tribe which has
to be reckoned with, but a well-armed fanatical
enemy. France has already repaid with the
whirlwind in the mischief done by the "Mad
Mah" followers to the Harrar railway
works, which have since been acquired by an
English syndicate; but her interests are trifling
in comparison with those of England and Italy.
A section of the Chauvinists hope that in the
troubled waters of an East African disturbance
the Republic will fish with advantage and
profits, and they are deliberately preparing to
embarrass Great Britain in this quarter. It
would be foolish under these circumstances to
suppose that diplomatic pressure would have
any effect in checking the traffic. The un-
restricted importation of arms at Jibuti must
be accepted, and British policy modelled accord-
ingly. In these circumstances it is in question-
able wisdom to prevent the loyal tribes under
British protection on the Somali coast and
round Aden from acquiring arms. It leaves
them at the mercy of their probable enemies,
who are free to acquire modern rifles through
the agency of the French.

TELEGRAMS.

"DAILY PRESS" SERVICE.

[FROM OUR CORRESPONDENTS.]

THE CRISIS IN CHINA.

SHANGHAI, 5th June, 9.40 p.m.

PRICELESS DYNASTIC RECORDS
BURNT AT PEKING.

The Wu Ying Tien at Peking, containing
priceless records of the dynasties which
have ruled over China, was completely burnt
down last night. The cause of the fire has
not yet been ascertained.

SHANGHAI, 6th June, 10.25 p.m.

THE INTERNATIONAL BRAWLS
AT TIENTSIN.

At Tientsin the French General command-
ing has prohibited his men from entering
the British Settlement. It is not expected
that the present state of tranquillity will
last.

THE "KINSHA" ON THE
YANGTZE.

The *Kinsha*, formerly called the *Pioneer*,
arrived at Ichang after a 24 hours' run
from Chungking.

GENERAL NEWS.

LONDON, 5th June, 7.30 p.m.

THE UNITED STATES AND THE
NEW TERRITORIES.

The Cabinet at Washington has decided
that existing conditions in the new Ter-
ritories acquired by the United States require
no extra session of Congress nor any change
in the policy of the States. The Philippines
administration will proceed with its plans
for autonomy of the Philippine Islands, and
will make what tariff charges the Taft
Commission may recommend.

COMMERCIAL NEWS.

New York cotton prices are improving,
assisted by the prediction that there will be
a decrease in the next cotton crop. Copper
in London is rather dearer. Camphor is
steady, and the crude article is quiet.

REUTER'S SERVICE.

LONDON, 4th June.

SOUTH AFRICA.

The meagreness of news from South Africa
is causing public anxiety in England. It has
been alleged that the Government is suppressing
despatches. The War Office announces that it
has published everything received from Lord
Kitchener.

LONDON, 4th June.

SOUTH AFRICA—THE VLAKFONTEIN
FIGHT.

It is officially stated that at the Vlakfontein
fight, the British force consisted of 1,400 men
with 7 guns. They were returning to camp,
when, under cover of a zeldi fire, the Boers
rushed the British rearward, capturing two
guns, which were re-taken on the remainder of
the British force coming into action, and the
casualties amounted to 183, including 7
officers killed and 6 wounded. The 1st
Battalion Derbyshire Regiment suffered chiefly,
losing 18 killed, including 3 officers, and 68
wounded.

THE PLAGUE.

During the 24 hours ending at noon yesterday
there were reported 21 fresh cases of plague (19
Chinese, 2 other Asiatics), and 18 deaths (all
Chinese). Mr. E. C. Vania, Parsee, broker,
living at 16, Gage Street, has contracted plague,
and was on Wednesday afternoon admitted for
treatment to the Parsee Club, 39, Elgin Street.
He is 40 years of age. The doctor in attendance
says that Mr. and Mrs. Vania's child is suffering
from plague, and not scarlet fever, as has been
rumoured in some quarters. The child, though
slightly better, is too ill to be moved, and is
being treated at its parents' house, 3, Wild
Dell, Wanchai. All the other European patients
still continue to progress.

We are requested to state that one of the
plague patients whose names we mentioned in
our issue of yesterday, Mr. Bird (not Bird),
was not living at the Base Post Office, but
came there with fever and merely stopped a
night with a clerk of that office. Plague,
therefore, was contracted elsewhere.

LATEST STEAMER MOVEMENT.

The C. P. R. steamer *Empress* of Japan
arrived at Vancouver, at 9 a.m. on Wednesday,
the 5th inst.

NEW RANGE FOR VOLUNTEERS.

SHOOTING FOR GOVERNOR'S SHIELD.

H.E. the Governor will open the new
Volunteer Shooting Range at Causeway Bay
at one o'clock to-morrow, when the first com-
petition for the Governor's Shield will take
place. About two weeks ago the Range was
formally handed over to the Volunteers, those
present at the ceremony being the Hon. F. H.
May, C.M.G. (Captain Superintendent of
Police), Captain Sanders, Captain Pritchard,
R.G.A. (Adjutant of the Volunteer Corps),
Lieutenant Mossop, and Sergeant-Major
Power. The Hon. Lieut-Colonel Sir John
Carrington, C.M.G. (Commandant of the
Corps), was indisposed, and could not attend.
These gentlemen inspected the Range and
afterwards expressed their satisfaction with it.
As at first constructed, the Range suffered from
defects which the military authorities were
not slow to point out. These defects have
now been remedied and all danger to those
engaged in the butts avoided, the rocks behind
the butts, from which it was thought that
bullets would ricochet, having been removed.
But one defect remains, and that can scarcely
be called a military defect: firing from the
200, 300, 400, and 500 yards ranges will be
slightly upwards. Familiarity with the ranges,
however, will doubtless in time help to overcome
this drawback. Mr. Mossop, of the Public
Works Department, who had charge of the
work connected with the new Range, is to be
congratulated on the successful completion of
a difficult task. The approach to the Range
is a native track, which has been widened
and improved, situated at the back of the Polo
Club Pavilion to the right at the red flag and
through the village. People using it are
warned that, after firing has commenced at
200 yards, the side tracks are dangerous, and
only the new road should be used.

The shield is to be shot for annually by teams
of eight from each unit, and the names of the
commanding officer of the winning unit and
the names of the winning team are to be
engraved upon the centre of the shield. After
the next annual competition, the names are to
be transferred to the uppermost shield on the
left, while the centre shield is to be unscrewed
and become the property of the commanding
officer of the unit, another shield of the same
size, engraved with the names of the new
winners, being substituted. The Corps will
present a small memento to each member of
the winning team. Seven shots are to be fired
at each of the 200, 300, 400, and 500 yards
ranges (Bibley rules), the ammunition being
supplied by the Corps on the ground.

The teams are to be divided in half, and the
order of shooting, having been drawn by lot, is
as follows:—

"A" Company 1st half v. "C" Company 1st
half.
"D" Company 1st half v. Field Battery 1st
half.
"E" Company 1st half v. "B" Company 1st
half.
Field 1st half v. "A" Company 2nd half.
"C" Company 2nd half v. "D" Company
2nd half.
Field Battery 2nd half v. "E" Company 2nd
half.

"B" Company 2nd half v. Band 2nd half.
NAMES OF THE COMPETING TEAMS.
Field Battery.—Lieut. J. Mossop; Sergeant
W. Stewart; Gunner D. Stewart; Gunner D.
Baldwin; Gunner R. Lapsley; Bombardier B.
W. Gray; Gunner W. J. Rattery; Gunner I.
D. Donaldson; Gunner L. Duncan; Gunner
A. Alves; Captain D. McDonald.

"A" Machine Gun Company.—Captain M.
D. Sanders; A.D.C.; Lieut. F. Smyth; Co.
Sergeant-Major G. P. Lamont; Sergeant E. G.
Barrett; Gunner H. Hursthouse; Gunner R.
C. Edwards; Gunner P. A. Cox; Gunner H.
B. Holmes; Gunner I. G. Smith; Gunner C.
H. Blason.

"B" Machine Gun Company.—Sergeant J.
Marshall; Sergeant W. Hart; Corporal F.
Panning; Gunner C. Cameron; Gunner A.
Brown; Gunner J. R. Burgess; Bombardier
E. Chapman; Gunner C. Ormsby; Bombardier
G. Rashbrook; Sergeant T. Vincent.
"C" Machine Gun Company.—Bombardier
H. Sheehy; Sergeant D. Smilie; Gunner
A. Gidley; Bombardier J. W. Cloy; Ser-
geant E. Sherwin; Coy. Sergeant-Major J.
Rodger; Gunner J. McCordale; Gunner E.
B. Miller; Lieut. J. H. Underwood; Gunner C.
W. Marshall.

"D" Infantry Company.—Lieut. T. Skinner;
Lieut. A. R. Grive; Corporal A. Ritchie;
Private A. Mackenzie; Private H. Horley;
Private A. Watson; Private B. Clarke;
Private J. I. Anderson; Private T. Grisham;
Private C. A. Bowley.
"E" Engineer Company.—Lieut. J. W.
Graham; Corporal T. Warwick; Sapper J.
Parker; Sapper J. McGlashan; Sapper J.
Wilson; Sapper A. Hubbard; Sapper J.
Lyons; Sapper A. Pullen.
Band.—Sergeant Dr. G. Mackie; Sergeant Dr.
J. Baker; Corporal J. Toppin; Corporal C. E.
Warren; Drummer A. A. Cascar; Drummer
P. Costar; Drummer P. Rozz; Drummer C.
Silas; Drummer H. A. Lammert; Drummer
E. S. Ford.

Note.—Eight men will be selected from each
of the above teams to shoot in the competition.

Very few peers in the realm possess coronets
—we are assured by an authority on these
things—or even if they do, they are generally
helmetless. The only noblemen whom the in-
formation ever knew to possess such a head-
covering was an eccentric earl who did not
reside a thousand miles from Buckingham
Palace. One day he entered a jeweller's shop
in Bond-street and said to the manager, "I wish
to be measured for a gold coronet—solid gold,
mark you." The manager stared. The cus-
tomer handed him a card and asked, "How
long will it take to make?" The manager
replied, "About a fortnight, my lord." For
he had recognised the name on the card.
"Good," said the earl, "bring it yourself."
On a certain day, therefore, the jeweller went
to the family mansion with the coronet and
was shown into the earl's bedroom. Although
it was 2 p.m., the noble lord had not yet risen,
but was lying in bed consuming champagne and
oysters, the shells of which latter he was hurling
at two or three boon companions. "Ha!" he
exclaimed, "here comes my new nightcap."
Let's see if it fits. On went the coronet.
"Splendid!" exclaimed the earl, "better than
a billycock. Give me four cheques-book." Then
he signed a cheque, of which the jeweller could
not decipher the name. "But luckily," he said
afterwards, "the bank did. That was good
business, on'y I got a bad cut on the head from
an oyster-shell. I wonder what Lord X did
with that coronet?"

[FROM A SPECIAL CORRESPONDENT.]

Taiwan, Formosa, 25th May.

RAILWAYS IN FORMOSA.

THE PLAGUE

FORMOSAN JOURNALISM.

THE PRESS AND THE GEISHA

EXPORT CARGOS.

CORRESPONDENCE

[We do not hold ourselves responsible for the opinions expressed by our correspondents.]

THE PLAGUE

TO THE EDITOR OF THE "DAILY PRESS."

PARSEES AND PLAGUE

TO THE EDITOR OF THE "DAILY PRESS."

THE RUMOURED CHINESE EXODUS.

TO THE EDITOR OF THE "DAILY PRESS."
5th June

RIGHT.

POLICE COURT

Thursday 6th June

BEFORE MR. KEMP.

WHEN THE BOYS CAME HOME!

[Contributed.]

Forreston, D.

LATE TELEGRAMS

NEWS VIA RANGOON

THE WAR IN SOUTH AFRICA.

GENERAL NEWS

LOED RAGLAN ON THE ARMY

INDIAN AFFAIRS.

TRADE  MARK

WHISKIES.

IRISH.

AMERICAN

FINE OLD BOURBON	...	...	...	...	\$18.00
CANADIAN EYE	...	...	...	...	15.00

N.B.—We hold a large stock of Whiskies in Wood, samples of which will be forwarded on application.

H. PRICE & CO.

12 QUEEN'S ROAD.

Hongkong, 15th May, 1901. [616]

WANTED

By a YOUNG GENTLEMAN (now employed in a Large Mercantile Office) who has a Good Knowledge of Shipping and General Office Work, and is also a Stenographer, Position as OFFICE ASSISTANT here or Overseas.

Close of Daily

Care of Daily Press Office.
Hongkong, 1st June, 1901. [1404

CANDIDATES for POLICE in NAVAL
YARD REQUIRED. Must be of Good
Character and British Birth, between 25 and
35 years of age.

Apply, with Papers to—
 COMMANDER,
 H. M. Naval Yard.
 Hongkong, 25th April, 1901. | 1106

to—
COMMANDER,
H. M. Naval Yard.
April, 1901. 1108

NEW ADVERTISEMENTS

WANTED—A GOOD WRITER with full knowledge of German. "CONSULATE." Care of Office of this Paper. Hongkong, 7th June, 1901. [1437]



GOVERNMENT NOTIFICATION.

THERE are TEMPORARY VACANCIES in the Colonial Secretary's Office for—

(1) **A TYPEWRITING CLERK**—Salary \$100 a month. Qualifications—The applicant must be able to typewrite rapidly and correctly, and must possess a good knowledge of English.

(2) **AN OFFICE CLERK**—Salary \$50 a month. Qualifications—The applicant must possess a good knowledge of English, and must be a man of intelligence and good character.

Engagements will be terminable at one month's notice on either side. Applications in own handwriting with the usual Certificates should be sent to the Acting Colonial Secretary, not later than the 15th inst.

By Command, **T. SERCOMBE SMITH**, Acting Colonial Secretary. Colonial Secretary's Office, Hongkong, 5th June, 1901. [1435]

AN ACKNOWLEDGMENT.

Wish to thank Captain G. WENDING, of the *Macdon*, for the kindness and generosity shown to us when we were on board the steamer, which arrived at Hongkong on the 4th instant from Bangkok.

The following account shows that the Captain is a very kind-hearted man indeed:—On board the steamer there was a very poor man, named Chua Fook, with his three children. Chua Fook was in great distress when the steamer arrived at Hongkong, for he was penniless and unable to pay for the expenses of the trip to return to his native country. The Captain hearing this at once gave him some money out of his own pocket, and raised a subscription from the officers and passengers to help to enable him to return to his native country with his three children.

We beg to publish these few lines as an acknowledgment of our deepest gratitude.

THE CHINESE PASSENGERS. Hongkong, 7th June, 1901. [1436]

NOTICE TO CONSIGNEES.

THE P. & O. S. N. Co.'s Steamship

FROM BOMBAY, COLOMBO AND STRAITS.

Consignees of Cargo by the above-named vessel are hereby informed that their Goods are being landed and placed at their risk in the Hongkong and Kowloon Wharf and Godown Company's Godowns at Kowloon, where each consignment will be sorted out mark by mark, and delivery can be obtained as soon as the Goods are landed.

This vessel brings on Cargo:—

From London, &c., ex s.s. *India* and *Arctica*.

From Persian Gulf, ex s.s. *B. I. S. N.* and *E. and P. S. N. Co.'s* steamers.

Optional Goods will be landed here unless instructions are given to the contrary before 2 p.m. TO-DAY.

Goods not cleared by the 12th instant, at 4 p.m., will be subject to rent.

No insurance will be effected by me in any case whatever.

All damaged packages must be left in the Godowns, and a certificate of the damage obtained from the Godown Company within ten days after the vessel's arrival here, after which no claims will be recognised.

H. A. KITCHIE, Superintendent. Hongkong, 6th June, 1901. [1437]

NAVIGAZIONE GENERALE ITALIANA (PERIO & RUBATTINO UNITED COMPANIES).

NOTICE TO CONSIGNEES.

FROM BOMBAY AND SINGAPORE: THE Steamship

"BORMIDA,"

having arrived from the above ports, Consignees of Cargo by her are hereby informed that their Goods are being landed at their risk into the Godowns of the Hongkong and Kowloon Wharf and Godown Company, whence delivery may be obtained. Portable Goods to be taken delivery of immediately.

All damaged packages must be left in the Godowns, and a certificate obtained from the Godown Company, within seven days after the vessel's arrival here, after which no claims will be recognised.

No Fire Insurance has been effected, and any Goods remaining in the Godowns after the 10th instant, will be subject to rent.

Bills of Lading will be countersigned by **CALOWITZ & CO.**

Hongkong, 5th June, 1901. [1438]

THE HONGKONG WEEKLY PRESS will be ready to-morrow and will contain:—

Leading Articles:—

International Rioting in North China.

The Leken Question.

The Health of Hongkong.

A Chinese Plague Scare.

The Colonial Veterinary Surgeon's Report.

The Crisis: Telegrams.

The Plague.

Macao.

Colonial Life in Formosa.

Peking.

Northern Notes.

The Manila Commissary Scandals.

Murderous Piracy near Singapore.

H.B.M.'s Consul in Japan.

Correspondence.

Supreme Court.

Hongkong Rifle Association.

Hongkong Volunteer Corps.

Hongkong and Port News.

Subscription, \$12 per Annum, payable in advance; postage, 82.

Extra copies 30 cents each, Cash.

Copies can be posted from the Office to addresses sent, including postage 34 cents each, or \$1 for three copies Cash.

Hongkong, 7th June, 1901.

AUCTIONS

PUBLIC AUCTION.

THE Underigned have received instructions to Sell by Public Auction, FOR ACCOUNT OF THE CONCERNED, **TO-MORROW (SATURDAY),** the 8th June, 1901, at 2.30 p.m., at their Sales Rooms, Ice House Street, A VERY FINE COLLECTION OF OLD AND RARE POSTAGE STAMPS, Comprising:—

MAFEEKING BEIEGED, TRANSVAAL AND ORANGE RIVER COLONIES, MULREADY COVER, TRIANGULAR CAPE, ENGLISH PLATE NUMBERS, &c., &c., &c.

Catalogues can be had on application, and Stamps are now on view.

TERMS:—As usual.

HUGHES & HOUGH, Auctioneers. Hongkong, 6th June, 1901. [1401]

PUBLIC AUCTION.

THE Underigned have received instructions to Sell by Public Auction (under the Bill of Sale), FOR ACCOUNT OF THE CONCERNED, on

MONDAY, the 10th June, 1901, at 2.30 p.m., at No. 17, Des Vaux Road (above the Office of the P. & O. S. N. Co.),

SUNDRY OFFICE FURNITURE, Comprising:—

TEAKWOOD DESKS, OFFICE CHAIRS, LETTER BOXES, STATIONERY CASES, COUNTERS, ONE LARGE COPYING PRESS and STAND, BOOK RACKS &c., &c.;

Also, One REMINGTON and One HAMMOND TYPEWRITERS and One Large IRON SAFE by Phillips & Sons, London; And

A Quantity of COMMERCIAL CODES.

TERMS:—As Usual.

HUGHES & HOUGH, Auctioneers. Hongkong, 6th June, 1901. [1434]

REMOVAL.

WE have This Day REMOVED our Office to—

No. 62 & 64, QUEEN'S ROAD CENTRAL, TANGUCHI, KATO & CO.

Hongkong, 6th June, 1901. [1432]

WAR DEPARTMENT CONTRACTS.

HONGKONG DISTRICT.

FIRMS desirous of having their names recorded on the LIST OF CONTRACTORS who are invited to tender for the execution of WAR DEPARTMENT BUILDING and ENGINEERING WORKS, are requested to make application by letter, addressed to the DISTRICT ENGINEER, Headquarters Office.

War Department Works are divided into three classes, viz:—

(a) Jobbing work, painting and repairs.

(b) New buildings, or works, up to \$50,000 estimated value.

(c) New buildings or works, of any magnitude above \$50,000 estimated value.

Contractors making application should state which one, or more, of these classes they desire to tender for, and must forward evidence of their ability of undertaking such contracts.

R. LITTLEDALE, Major, R.E., for District Engineer in China. Royal Engineers Office, Hongkong, 4th June, 1901. [1421]

FOR SALE.

EUROPEAN HOUSES at LEIGHTON HILL ROAD, 80% of the Purchase Money can remain on Mortgage on Tontine System. A Person with a very small saving can purchase one of these.

A. RUMJAHN, Hongkong, 20th May, 1901. [1377]

ON SALE.

THE POLITICAL OBSTACLES TO MISSIONARY SUCCESS IN CHINA.

A LECTURE BY ALEXANDER MICHIE.

PRICE 25 CENTS CASH

On Sale at "HONGKONG DAILY PRESS" Office and Local Newsagents.

Hongkong, 20th April, 1901. [1072]

NOTICE.

TENDERS are hereby called for the ERECTION OF BRICK SHOPS at JESSELTON for the NORTH BORNEO GOVERNMENT, particulars of which may be seen at the Office of

Messrs. GIBB, LIVINGSTON & CO., Hongkong, 14th February, 1901. [508]

R. J. REMBIDIOS, DEALER

No. 37, CAINE ROAD, HONGKONG.

Will be glad to send STAMPS on approval to any address on receipt of satisfactory references.

Is also prepared to purchase used Postage Stamps in Large or Small Quantities for Cash.

AGENTS WANTED. 15 to 25 per cent. Discount Allowed. [1386]

A ON & CO., PHOTOGRAPHERS and PORTRAIT PAINTERS.

All kinds of Oil Paintings and Photographic Enlargements.

39A, TOP FLOOR, QUEEN'S ROAD CENTRAL, Opposite to Chas. J. Gaupp & Co.

Hongkong, 20th March, 1901. [797]

POHOOMULL BROTHERS 57 & 59, QUEEN'S ROAD CENTRAL.

WHOLESALE AND RETAIL IMPORTERS and EXPORTERS.

Have for Sale:—

Indian, Chinese and Japanese Silk Goods for Ladies and Gentlemen, and other Articles.

Oriental Embroidery, Rugs and Carpets.

Jewelry, Cashmere Shawls, Ivory, Sandalwood and Tortoiseshell Wares, Caricatures and Fancy Goods.

Inspection is Solicited. Hongkong, 6th November, 1900. [27]

PHOTOGRAPHERS and PORTRAIT PAINTERS.

All kinds of Oil Paintings and Photographic Enlargements.

39A, TOP FLOOR, QUEEN'S ROAD CENTRAL, Opposite to Chas. J. Gaupp & Co.

Hongkong, 20th March, 1901. [797]

POHOOMULL BROTHERS 57 & 59, QUEEN'S ROAD CENTRAL.

WHOLESALE AND RETAIL IMPORTERS and EXPORTERS.

Have for Sale:—

Indian, Chinese and Japanese Silk Goods for Ladies and Gentlemen, and other Articles.

Oriental Embroidery, Rugs and Carpets.

Jewelry, Cashmere Shawls, Ivory, Sandalwood and Tortoiseshell Wares, Caricatures and Fancy Goods.

Inspection is Solicited. Hongkong, 6th November, 1900. [27]

PUBLIC COMPANIES

A. S. WATSON & CO., LIMITED.

THE FINAL DIVIDEND for the year 1900, at the rate of Seventy Cents per Share (or Seven percent on the Capital of the Company), making Twelve per cent for the year) is PAYABLE at the HONGKONG AND SHANGHAI BANK, Hongkong, on and after this date the 23rd May, 1901, on Warrants to be obtained from the undersigned. Local Shareholders are requested to apply at the Company's Office for their Warrants.

The Dividend is also payable at the Hongkong and Shanghai Bank, Shanghai, on presentation of Warrants there, on and after the same date.

A. H. MANCELL, Secretary. Hongkong, 23rd May, 1901. [1326]

CANTON LAND COMPANY, LIMITED.

NOTICE IS HEREBY GIVEN that the following:—

Cert. No. Shares. Numbered. In the name of

6 10 51—(B) Anthony Babington, Esq.

7 10 61—70 Do.

8 10 71—80 Do.

9 10 81—90 Do.

14 10 151—160 Cressy Evans, Esq.

15 10 161—170 Do.

18 9 182—190 Fung Shiu Sau, Esq.

19 10 191—200 Do.

20 10 201—210 Do.

25 10 246—255 A. G. G. Gordon, Esq.

33 10 311—320 Eleanor Silas Kelly, Esq.

34 10 321—330 Do.

35 10 331—340 Do.

36 10 341—350 Do.

37 10 351—360 Do.

with Transfer Deeds Attached having been LOST. New Certificates for the same will be issued one month from the date hereof, and the Original Certificates will be considered by the Company as null and void, and all persons are hereby warned against accepting or negotiating same.

SHEWAN, TOMES & CO., General Managers. Hongkong, 7th May, 1901. [1202]

NOTICE TO MARINERS. No. 131 (SPECIAL).

SHANGHAI DISTRICT.

TSUNGMING CROSSING.

CHANNEL SHOALING AND NARROWING.

NOTICE IS HEREBY GIVEN that at the present time there is a depth of only 16 feet at low water of spring tides in the best track between the First Crossing Buoy and the Second Crossing Buoy, which track is from 50 to 100 yards to the northward of the line of these two buoys.

CAUTION. A general shoaling and narrowing of the channel over this crossing is taking place.

A. M. BISBEE, Chief Inspector. Imperial Maritime Customs, Coast Inspector's Office, Shanghai, 27th May, 1901. [1397]

NOTICE TO MARINERS. No. 368.

CHINA SEA.

TIENTSIN DISTRICT.

ALTERATION IN CHARACTER OF TSAO-FEI-TIEN LIGHT.

NOTICE IS HEREBY GIVEN that the Character of the Light on Tsao-fei-tien Island (marked on the Admiralty Charts as Shai-tien) has been changed.

The new Light is Dioptric, Group-flashing, of the Fourth Order, showing double white flashes at intervals of 20 seconds.

The Light is elevated 61 feet above the level of the sea and in clear weather it should be visible at a distance of 12 1/2 nautical miles.

The height of the lower from base to lantern vane has been increased to 57 feet.

By order of the Inspector-General of Customs.

A. M. BISBEE, Coast Inspector. Imperial Maritime Customs, Coast Inspector's Office, Shanghai, 27th May, 1901. [1398]

FOR SALE, at the PEAK, several Desirable Residences. Well Situated, and Let to Good Tenants.

For particulars apply to **R. C. WILCOX,** 8, Boncomfield Arcade, Hongkong, 22nd May, 1901. [1309]

IRON FRAMED

NEW PIANOS

GUARANTEED FOR CLIMATE.

\$370 CASH

OR MONTHLY PAYMENTS.

ROBINSON PIANO CO., LD.

Hongkong, 26th May, 1901. [1232]

THE HONGKONG STEAM WATER BOAT COMPANY, LIMITED.

THE above Company is prepared to supply the shipping in Hongkong with PURE and FILTERED WATER both for deck and boilers.

Call Flag W. **J. W. KEW,** Manager, 20, Des Vaux Road, Hongkong, 18th December, 1900. [3183]

NOTICE.

INFORMATION has been received from our Singapore Branch by Wire of the ROBBERY of \$236,950 of \$50 notes, issued by THE HONGKONG AND SHANGHAI BANKING CORPORATION, Singapore, and the public are hereby CAUTIONED against receiving and/or cashing Singapore notes of the denomination of \$50.

For the HONGKONG AND SHANGHAI BANKING CORPORATION, **T. JACKSON,** Chief Manager. Hongkong, 30th May, 1901. [1379]

INTIMATIONS

THE NEED

MUNICIPAL FREEDOM

IN

HONGKONG.

BY

"SCRUTATOR."

With Leading Articles and Correspondence thereon Reprinted from the "HONGKONG DAILY PRESS" and "CHINA MAIL."

Price 20 Cents per Copy or Six Copies for \$1.

On Sale at Local Newsagents and H. RUTTON'S Kowloon Store.

Hongkong, 30th May, 1901. [1383]

FOR SALE.

ONE 6-Inch TRANSIT THEODOLITE.

Apply to—

B. BROTHERTON HARKER, 17, Queen's Road Central, Hongkong, 5th June, 1901. [1423]

A. LING & CO., FURNITURE STORE.

PLATED GLASS & CROCKERY WARE Also FOOCHOW LACQUERED WARE FURNITURE ON HIRE.

68, QUEEN'S ROAD CENTRAL, Hongkong, 1st May, 1901. [1145]

TO LET.

HOUSE at MOUNT KELLET SPUR, now in occupation of H. MATHESON, Apply to—

LINSTEAD & DAVIS. Hongkong, 27th March, 1901. [576]

TO LET.

4, ELLIOT CRESCENT, ROBINSON ROAD, FURNISHED, for THREE MONTHS from the middle of June, or UNFURNISHED for a longer period.

Apply to—

MOUNSEY & BRUTON. Hongkong, 27th May, 1901. [1340]

TO LET.

TWO SPACIOUS GODOWNS, with UPPER FLOORS for Dry Goods, Nos. 1 and 2, facing the Sea, and Situated at BELCHER'S BAY on M. Lot 243.

Apply to—

JOSEPH & CO., 1, Duddell Street, Hongkong, 26th March, 1901. [865]

OFFICES TO LET.

<

HONGKONG
BUSINESS DIRECTORY.

BOOKBINDING

"DAILY PRESS" OFFICE.
The only office in China having European
taught workmen. Equal to Home Work.

BUILDERS

KANG ON.
Contractor, 30, D'Aguilar Street. Local
and Coast Port Buildings, Timber, Brick
and Granite.
Mechanics engaged, Estimates given.

CHEMISTS DRUGGISTS, &c.

THE PHARMACY.
10, Queen's Road Central. Family and
Dispensing Chemists, Wines, Spirits and
Cigars.

THE VICTORIA DISPENSARY.
Chemists and Druggists, High-class Aer-
ated Waters, Dealers in Photographic
Requisites, Queen's Road.

FURNITURE WAREHOUSEMEN

A CHEE & CO., Established 1859.
Every Household Requisite. Depot for
Furniture, Carpets, Rugs and Accessories;
17a, Queen's Road Central.

JEWELLER

MAISON LEVY HERMANOS.
Diamond Merchants and Watchmakers, 40,
Watson's Building, Queen's Road. Also
at Shanghai, Manila, Paris and Hanoi.

PHOTOGRAPHERS

A FONG.
The largest and most complete Studio in
Hongkong. Established 1859. Views,
Enlargements, Ivory Miniatures, Oil
Paintings, &c.; 100, House Street.

MEE CHEUNG.
Ice House Street, Top Floor. Permanent
Enlargements, Groups, Views, etc.; Devel-
opment Works, Amateurs' Requisites.

M. MUMBY, JAPANESE ARTIST.
Beautify and Colour Enlargements and
also colouring Photos and relief Photos.
Views of China and Manila. Work
done for Amateurs; No. 5a, Queen's
Road Central.

PRINTING

"DAILY PRESS" OFFICE.
Proofs read by Englishmen.

STOREKEEPERS

F. BLACKHEAD & CO.
Navy Contractors, Shipchandlers, Sail-
makers, Provision and Coal Merchants,
Praya Central, next Hongkong Hotel.

BISMARCK & CO.
Navy Contractors, Ship Chandlers,
Provision and Coal Merchants, Sail-
makers, &c. Fresh Water supplied to
Vessels in the Harbour.

KWONG SANG & CO.
Shipchandlers, Sailmakers, Hardware,
Engineer Tools, Brass and Iron Mer-
chants, 144, Des Vaux Road.

MORE & REIMUND.
43 and 45, Des Vaux Road, Shipchandlers,
Sailmakers, Biggers, Commission Agents
and General Storekeepers; Sole Agents
for Shipwreckers' Commission ("Grey-
hound Brand") and Blindell,
Spence & Co.'s Commission.

TAILORS

R. HAUGHTON & CO.
Naval, Military and Court, 16, Queen's Road.
Opposite Kuhn's Curio Store.

TOBACCONISTS

D. S. DADY BURJOR, "LOS FILIPINOS."
Importer of the Best Manila Cigars; 25,
Pottinger Street.

WATCHMAKERS

DROZ & CO.
10, Queen's Road Central. Repairs of
Watches and Clocks by competent
European experts, at moderate rates.

EYE-SIGHT.

Mr. N. LAZARUS.
Oculist-Optician, of London and Calcutta,
may be consulted for SPECTACLES at
16, Queen's Road Central
(R. HAUGHTON & Co.)
(Nearly opposite the Hongkong Hotel).
Business Hours: ... 9 a.m. to 5 p.m.

A Great proportion of catarrhs and diseases
affecting those advancing in life occur to
those having some deficiency in the construction
of the eyes—the many years of 'Eye Strain'
ending in serious forms of disease. Glasses
specially adapted in youth to those requiring
them save and preserve the sight.

Constantly recurring headaches, spells of
dimness when reading, weak eyes, the letters
running together; any of these symptoms indi-
cate a deficiency in the form of the eye requir-
ing Glasses only to correct and cure.

Mr. LAZARUS supplies his SPECTA-
CLES only after testing the sight.

ADVICE FREE.

QUAN WAH & CO.

DEALERS IN
ITALIAN MARBLE AND GRANITE
MONUMENTS.
DESIGNS & PRICES ON APPLICATION
at No. 1, Queen's Road East, Hongkong
Hongkong, 17th October, 1899.

WING CHEONG,
Dealers in
JEWELRY, PEARLS, DIAMONDS,
CURIOUS, JADESTONE ORNAMENTS,
BRONZES and CARVED IVORY WARE,
FINE SILKS and GRASSCLOTHS
General Exporters of
ANISEED and CASSIA OILS,
&c., &c. Stock always on hand.
AN INSPECTION IS RESPECTFULLY SOLICITED.
Note—We beg to announce that we also
buy all kinds of Curious at Moderate Prices.
1 & 3, D'AGUIAR STREET
(Behind Hongkong Dispensary).
Hongkong, 18th April, 1901.

[ALL RIGHTS RESERVED.]
SPORT AND ANECDOTE.

BY AN OLD FOGY.

TOTTENHAM WIN THE ENGLISH CUP.

The last Saturday of the football season is usually as tame and insipid as cold potatoes, but this year excitement has been maintained to the end of April, for both the English Cup and the League championship were matters of uncertainty when the 27th of April dawned. In my last letter I ventured to remark that the United would "need to play their very best" if they were to beat the 'Spurs' of Tottenham, at Bolton. But the North London collection of professionals never allowed the Sheffielders to show any trace of superiority, for, with the exception of the last twenty minutes of the first half, the Hotspur were always the masters of the situation. Frankly and generously let us congratulate the Tottenham team on the brilliant display of Cup football that they have given since this year came in. There is no semblance of a gigantic slice of luck about their achievement, for their five ties have produced eight matches and twelve hours' hard play against Preston North End, Bury, Reading, West Bromwich Albion and Sheffield United, whom they have defeated in the aggregate by 20 goals as against eight put on against them. They had the good fortune to be drawn to play at Northumberland Park in the first two rounds—but the question of ground never seems to affect their game, for they have shown quite their best paces and manoeuvring at Deepdale, Aston Lower grounds, the Crystal Palace, and Bolton. Personally, I consider the Hotspurs have triumphed superbly. Such a splendidly balanced team of genuine triers deserved success, for they have proved that there is a perfect understanding between them, that they possess an enviable confidence, and that they cannot be overawed by tennis, crowds, or strange surroundings. Their victory of last Saturday was gained in the most workmanlike manner, for after being a goal to the bad at the end of the first half, they turned round and equalised at the end of six minutes. A havenian struggle followed, but a quarter of an hour from the finish Tottenham recorded a second goal, and eight minutes later got a third fell to their lot, so that they conquered such a tough team as Sheffield United by 3-1, and the same night took a special train from Bolton to Tottenham and displayed the silver bunble—the little glittering trophy—which is the cause of so much trouble to thousands of enthusiasts. The football mania has captured London—at last. The 'Spurs' always seemed more at home with a fast, bouncing, lively ball than the United. The forward play of the winners was methodical and yet dashing. They discarded the wing play practiced at the Palace for clever tactics between the three inside forwards. John Cameron was the main man in the victory, for he was really responsible for two of the goals, although he only shot one of them direct. At half-back the winners were collectively more powerful, although not one of them was fit individually to lace the boots of Needham. The defence of Tottenham was really superb—although actually no better than that of the United, for the giant Foulke, the Colossus of football, had no chance whatever of parrying the balls which took effect. From this it will be seen that the 22,000 spectators at Bolton watched a brilliant display by Tottenham. THE RETURN OF THE TROPHY TO THE SOUTH. Really Lord Kinnaird does not look much changed from the days when, with his tawny beard and his flannel trousers, he was such a terrible half-back in the ranks of the old Etonians. His lordship seemed to think that some of the play on Saturday was very gentle compared with the Eton wall game and with the field game as practised twenty years ago. There is no denying that football is now much more gentle than it used to be, and if referees go much further, charging—honest, strong shoulder charging—will be eliminated from the pastime, which will be reduced eventually to a drawing-room sort of entertainment. I, more strongly than I can say, disapprove of tripping, "ankle-biting" and all such contemptible practices, but I do believe in vigorous fair charging—although at some schools I have seen some pretty football with a modicum of the battering process. Those somewhat discursive remarks are all prompted by the presence of Lord Kinnaird, who presented the Cup to the captain, John Leonard Jones, and he by the way is not only a footballer, but a cricketer and coach at Rugby School during the summer. In his little speech the Scottish laird described himself as a Southerner, and said he was glad to think that at last the Cup was going to the South again. Well, as his lordship's team, the Old Etonians, managed to lose the Cup to the Blackburn Olympic in 1883, and as the trophy has been wandering round the provinces ever since, I have no doubt that he is sincerely pleased to see such a change. Moreover, I think anyone who will view the situation dispassionately will rejoice at the turn of events. Southern football will no longer be despised, and the monopoly which the League clubs have enjoyed since the institution of that body has been broken down. I was intensely astonished to hear the managers and officials of League clubs on Saturday declaring that Tottenham had no right to win the Cup, that they had no local players, that they had poached all their men from the League teams without paying any transfer fees, and, in short, that they could not see how the game in the South was to be benefited and kept alive by the triumph of the Hotspurs. When one hears a League football despot making such charges as these, one feels inclined to regard him in the same way that we should if Satan reproved sin. When the League was founded, local players were generally despised. Ready-made footballers from Scotland was the fashion, and there never were such poachers as the Leagueurs. Then, by the introduction of the notorious boycott, they fenced themselves round

and declared that if any club took a player from them they were anathematized, and none of the League teams were to be allowed to play them. In deference to the Football Association the boycott law was removed, and owing to public feeling the League clubs have of late endeavoured to obtain English players, and local youths, if at all possible. For instance, Wolverhampton Wanderers have one Scotchman in Fleming, the United have one "foreigner" in the Irishman, Boyle, and Bury have trained as many Lancashire lads as any club in the Palatinates. The Hotspurs are now passing through the same stage as the Blackburn Rovers in the mid-nineties, and as most of the League clubs in the mid-nineties. Tottenham will probably train some native-born players of their own in due time. But just fancy the officials of League clubs taking this jealous and ridiculous attitude! Where are their feelings of chivalry and sportsmanship? I am sore afraid such qualities are sadly lacking in most of them.

THE LAIRD OF MATJESFONTEIN.

We are now on the threshold of the cricket season—one of the features of which will be the visit of the South African team. Why Dr. Conn Doyle should go out of his way to make an attack on the South Africans I cannot conceive. He has urged people to give our guests a "cold reception"—which, even if deserved, would in my opinion be in execrable taste. Dr. Doyle thinks that these young South Africans ought to stop at home and fight the Boers instead of coming to the old country to play cricket. But it must not be forgotten that an invitation was extended to these cricketers, and that they could not come last year because four-fifths of the team were on active service. They are financed by the Hon. James D. Logan, of Matjesfontein, a gentleman of great wealth, who has behaved splendidly to English cricketers at the Cape, and especially to George Lohmann. Mr. Logan, known as the "Laird of Matjesfontein," has really been the means of two English teams visiting the Cape, and to give a "cold reception" to such a keen and thorough sportsman, such a generous host, and such a loyalist as he has proved during the war, would be a scandal. The African players have done their share of the hellish work, and are as much entitled to play cricket and have a few months' rest as any Englishmen. If we could play all last summer, as we did, surely the Colonist after what he has passed through is entitled to his share of rest and recreation before the hard work of straightening up the country during the next few years.

THE SOUTH AFRICAN CRICKETERS.

The players include Murray Bisset, a pleasant-looking young batsman who captained South Africa against Lord Hawke's team at Johannesburg, and two others of the team in J. H. Sinclair, a fine all-rounder, and G. Rowe, a decent bowler. But in addition there is E. A. Halliwell, the wicket-keeper, who has been to England before, Louis Thierod, a member of a celebrated cricketing family in the Transvaal, and W. Shalsters, one of the cleverest batsmen in Griqualand West, besides others of repute in their own country. They will constitute a strong batting and a sharp fielding side, else I shall be much mistaken, but their attack may be weak. They may train on as the West Indians did. R. Graham is a bowler who makes the ball come in a lot from leg. I should not be surprised to see J. H. Sinclair crack the crick of the tour. He belongs to the Wanderers' Club of Johannesburg, and standing over 6ft. he is only 27 years of age now. He is a free and punishing batsman, and the greatest scores in South Africa stand to his credit, while we must not forget that for South Africa against Lord Hawke's team at Cape Town he not only scored 106 but also captured six wickets for 26 runs. This splendidly-built young man has rendered invaluable aid during the war as a scout, and to tender him a "cold reception" would be a positive injustice. It would be far more British to give our fellow-subjects from over the seas the heartiest greeting that we can. On every hand we see signs of cricket, and concerning the noble game and its prospects I shall be able to say more in my next letter, as some of the counties and the universities will have commenced their programme.

CHAMPIONSHIPS OF THE AMATEUR ATHLETIC ASSOCIATION.

The A.A.A. held their ten miles running championship as usual in the spring—the event this year being decided at Crewe, and also supplemented by a seven miles walking contest. The running event fell to A. H. Shrubbs, the South London Harrier who has made such a great name within the last few months. Last summer Alfred Shrubbs, of Horsesham, and the Blue Star Harriers, was quite unknown, as I have already told you, but now he is the holder of the southern and the national cross-country championships, and the ten miles champion of England. This is something for a "kid" of 21, standing 5ft. 6in. and scaling 9st., to boast about. Shrubbs completely doubled up J. T. Rimmer, the four miles champion as he did at Leicester across-country, while S. Robinson, of Northampton, was so pumped out that at four miles and a half he rolled on to the grass quite exhausted. Shrubbs stays so well that he sprinted home the last 200 yards, and won easily in 52 minutes 32 seconds, while Rimmer, the second man, took 54 mins. 1 sec. Shrubbs's time is the fastest since 1896, so that he is no unworthy successor to Alfred Tysoe, S. Robinson, and Charles Bennett. Indeed, for a little man, Shrubbs is a wonder—a Pocket Wonder. The seven miles' walk fell to J. Butler, of the London Polytechnic Harriers—the club which produced Sturges. Butler is to my mind a fairer walker than Sturges. He is the record holder from 14 to 21 miles, and it must not be forgotten that he has walked fair heel and toe 21 miles 49 yards in three hours. It would take a good athlete 2 hours 7 minutes to run that distance. Walking is the foundation of all fitness, and deserves more commendation than it receives.

London, 4th May.

IF SMITH HAD EXPLAINED.

My wife says, and she says it with a snap, that never, never again will the Smiths get an invitation to eat at our house. And when she once makes up her mind to anything, she sticks to it like shoeleather's wax to a bit of woolen cloth.

You see the Smiths, man and wife, were old and intimate friends of ours. We lived within a stone's throw of each other for many years, and were as thick as treacle. As to our worldly estate, we were about on a level, in very moderate circumstances.

Between two and three years ago Smith's employers sent him to America on some business errand; he would not tell us what. A fortnight since he turned up at home and gave out that he had made a trifle of money for himself while he was away.

Last Tuesday we had them to dinner; the best dinner my wife could get up. And it was a good one, if I do say it myself. Yet, socially, it was a failure. In the old times Smith had the appetite of a cub-hunter. Now he picked and winced over the very dishes that used to be his favourites. As my wife pressed him to taste this or that, he thanked her politely, but he didn't eat. Mrs. Smith apologised for her husband, and said he had been ailing somewhat since his return from America. So the dinner ended in disappointment, and the Smiths went home early.

"Poor Smith is ill," said I. "No," said my wife, "he isn't ill. He's proud. He thinks his old friends aren't good enough for him; that's where it is. He's rich, and we are poor, and—"

The worried woman here broke down and cried, and I went out, for a consolation smoke.

And yet bless your soul!—wait a moment, however. If Smith had been perfectly frank and said, "I am not the man I was. I lived high in America, and I'm all gone to pieces with inflammatory dyspepsia, and this splendid dinner will half kill me if I eat it." If he had said that, we should have pulled through without a break.

Here is a lady who does not hesitate to tell her experiences with that wretched ailment. Miss M. J. Barton is her name, and her home, 55, Sorby Street, Sheffield. In a written statement dated September 19th, 1900, of which the following is the sum and substance. She says that it is now rather more than two years since her health began to fail. At first, she thought it was only some trivial ailment that would soon pass away, for beyond loss of appetite and a feeling of languor and weariness, there did not seem to be much the matter with her.

So she struggled on with her work as do countless thousands of brave women every day, hoping to be right again in a short time.

But alas! her hope was short lived, for Indigestion, that downy health-destroyer, had got her in its iron grasp and would not set her free. Instead of getting better, she became worse.

Her tongue was now always foul and nasty, and after taking food—no matter how little—she experienced such a sense of fullness and tightness in the chest that she could scarcely breathe.

"It seemed," she says, "as if some heavy weight was resting on my chest and pressing in my ribs." Indeed her chest became so sore and painful that she could scarcely bear anyone to touch it, and was almost afraid to walk about, the slightest jolting hurt her so.

This feeling of weight and oppression in the chest is one of the most distressing and common symptoms of Indigestion. Like the red flag of the railway signalman it counsels caution and warns of danger ahead. What untold pain and misery might be avoided if only we heeded these danger signals of nature, but there, what the good of morosely. We don't take warning, therefore suffer in consequence. Miss Barton did for she rose up to say—

"At times, I suffered intensely from wind spasms, and was constantly vomiting sour water. Sleep no longer refreshed me, for it only came in snatches and was disturbed by horrible dreams. Deprived of proper rest at nights, and afraid to eat much because of the fearful pains that were sure to follow, small wonder I got so weak and thin, that at last I was forced to give in and take to my bed, where I stayed for six weeks. During that time I vomited a quantity of blood."

The doctor said I was suffering from Indigestion, and an ulcerated stomach. His medicine enabled me to get down stairs again, but did not cure me, for I still suffered great pain after eating, and was always tired and weary.

"In this condition I remained for several months, despairing of ever being well again, but providentially I was led to try Serravallo's Syrup, and to that medicine alone is due my present good health. Now I can eat heartily and enjoy my meals without fear of pain, and feel brighter and better in every way than I have done for over two years."

Why Mr. Smith didn't mention his illness at our dinner, I don't know. He admitted it afterwards to me. Still my wife hasn't forgiven him. "Happy," says Homer, "are those who died under the high walls of Troy." Happier yet, say I, are those who live and can eat what is set before them.

YEE SANG & CO.
COAL MERCHANTS,
have always on hand
LARGE STOCKS OF EVERY DESCRIPTION
OF COAL.
Address—Care of Messrs. KWONG SANG & CO.
No. 144, DES VEAUX ROAD. 1893

OREGON LUMBER.

THE Undersigned, being closely connected with the leading MILLS at PORTLAND and PUGET SOUND, are always prepared to book orders for any specifications at LOWEST RATES.

Hongkong, 14th February, 1901.

DAVID CORSE & SON'S
MERCHANT NAVY
NAVY BOILER
LONG FLAX
REINFORCED CROWN
TAPING
ARNHOLD, KARBURG & CO.,
Sole Agents.

1901 1901 1901

MAIL TABLES.

THE Card published at the Daily Press Office contains—
English Mails, homeward and outward
French " " " "
German " " " "
Canadian " " " "
Parcel Post
Calendar for 1901

That is more information than is given on one printed in London for which fifty cents is charged. The price of the locally printed correct card is 20 cents on paper, 30 cents on cardboard. Supplied only for cash by Daily Press Office or the Bookellers.

HATCH, MANSFIELD & CO., LD.

BURGUNDY.	Per doz.	Per doz.	Per doz.
BEAUJOLAIS	1894	\$11.50	\$13.50
POMMARD	1893	20.00	22.00
CHAMBERTIN	1893	40.00	42.00
A full set of wine of magnificent properties.			
SHERRY.			
FROM THE WOOD.			
PALE DRY			\$15.75
GOLDEN			15.75
AMONTILLADO			20.00
VERY FINE OLD BROWN			31.50
Exclusively sold; over 25 years in wood.			
For Price Lists, &c., apply to—			

1388] LINSTEAD & DAVIS, AGENTS.

THEODORO VAFIADIS & CO.

MANUFACTURERS OF
HIGH CLASS
EGYPTIAN CIGARETTES.
FACTORY, CAIRO (EGYPT)
CLOSE TO H.E. NUBAR PASHA'S PALACE.

BRANCHES.

BOMBAY 20, Esplanade Road. RANGOON 72, Merchant Street.
CALCUTTA 4, Dalhousie Square. LONDON 19, Basinghall Street, E.C.

ALWAYS FRESH AND RELIABLE AT THEIR AGENTS

MESSRS. KRUSE & CO.,
HONGKONG.

783-1]

JAPAN COALS

THE MITSUI BUSSAN KAISHA
(OR MITSUI & CO.)

HEAD OFFICE:—43, SAKAMOTO-CHO, TOKYO.
LONDON OFFICE:—34, LIME STREET, E.C.
HONGKONG OFFICE:—6, ICK HOUSE STREET.

BRANCH OFFICES:
New York, San Francisco, Hamburg, Bombay, Singapore, Manila, Amoy, Shanghai, Hankow, Choboo, Tientsin, Newchwang, Port Arthur, Seoul, Chemulpo, Yokohama, Yokosuka, Nagoya, Kobe, Shimoda, Moji, Wakamatsu, Karatsu, Nagasaki, Kuchino, Tsu, Sasebo, Miike, Hakodate, Taipei, &c.

Telegraphic Address for all the Offices: "MITSUI."

A.B.C. and A 1 Codes used.

CONTRACTORS OF COAL to the Imperial Japanese Navy, Arsenal and Railway Bureau; Principal Railway Companies and Industrial Works; Home and Foreign Mail and Freight Steamers.
SOLE PROPRIETORS of the Famous Miike, Tagawa and Yamano Coal Mines; and SOLE AGENTS for Fukuma, Hokoku, Ichimura, Kanai, Kishima, Mannoura, Onoura, Otani, Sonoda, Tanikura, Yoshinomi, Yoshio, Yanokihara, and other Coal Mines.

[1331]

NOW ON SALE.

THE

CHRONICLE AND DIRECTORY

FOR
CHINA, JAPAN, COREA, INDO-CHINA, SIAM, STRAITS

SETTLEMENTS, MALAY STATES, NETHERLANDS INDIA,
PHILIPPINES, BORNEO, &c.,

FOR
1901.

THE THIRTY-NINTH ANNUAL ISSUE.

The DIRECTORY covers the whole of the ports and cities of the Far East, from Netherlands India to Siberia, in which European reside.
Not only is the Directory as full and complete in each case as it can be made, but each Colony Port, or Settlement is prefaced by a DESCRIPTION, carefully revised each year, most of which will serve as accurate GUIDES FOR THE TOURIST, giving every detail in connection with the place, their History, Topography, &c., &c.
The Information in these Descriptions, consisting of a hundred interesting articles, packed with facts concisely set out, and containing statistics of the Trade of each Country and Port, would alone suffice to fill a large volume.

UNTOUCHED BY HAND.

MELLIN'S
FOOD

For INFANTS and INVALIDS.

When prepared is similar to Breast Milk.

MELLIN'S FOOD WORKS, PECKHAM, LONDON, ENGLAND.

[1530]

PUT LOG CABIN
IN YOUR PIPE

& Smoke it.

Manufactured only by LAMBERT & BUTLER, LTD, LONDON, ENGLAND.

[2633-2]

VESSELS ADVERTISED AS LOADING.

DESTINATION	VESSEL'S NAME	FLAG & REG.	BERTH	CAPTAIN	FOR FREIGHT APPLY TO	TO BE DESPATCHED
LONDON, &c., VIA PORTS OF CALL.	COROMANDEL	Brit. str.	—	F. W. Vibert, R.N.R.	P. & O. S. N. Co.	To-morrow, at Noon.
LONDON	DARDANUS	Brit. str.	—	—	BUTTERFIELD & SWIRE	On 11th inst.
LONDON	MACHAON	Brit. str.	—	J. S. Stevenson	BUTTERFIELD & SWIRE	On 25th inst.
LONDON	GLORIOUS	Brit. str.	—	C. C. Talbot, R.N.R.	HENDERSON, BROS. & CO.	On 28th inst.
LONDON	JAPAN	Brit. str.	—	—	P. & O. S. N. Co.	On or about 29th inst.
LONDON	PLOEMHUS	Brit. str.	—	—	BUTTERFIELD & SWIRE	On 9th July.
LIVERPOOL DIRECT	RHAPSUS	Brit. str.	—	—	BUTTERFIELD & SWIRE	On 10th inst.
BREMEN, VIA PORTS OF CALL.	HAMBURG	Ger. str.	—	—	MELCHERS & CO.	On 13th inst., at Noon.
MARSEILLES & LONDON	SOCOTRA	Jap. str.	—	—	P. & O. S. N. Co.	On or about 15th inst.
MARSEILLES, LONDON & BARKOW, V. STONE, &c.	SHINANO MARU	Jap. str.	—	—	NIPPON YUSEN KAISHA	On 14th inst., at Daylight.
MARSEILLES, LONDON & ANTWERP, V. STONE, &c.	NATAL	Fr. str.	—	—	MELCHERS & CO.	On 17th inst., at 1 P.M.
MARSEILLES, LONDON & ANTWERP, V. STONE, &c.	HITACHI MARU	Jap. str.	—	—	NIPPON YUSEN KAISHA	On 18th inst., at Daylight.
HAYRE & HAMBURG	WITTENBURG	Ger. str.	—	—	HAMBURG-AMERIKA LINIE	On 25th inst.
HAYRE & HAMBURG	NURNBERG	Ger. str.	—	—	HAMBURG-AMERIKA LINIE	On 25th inst.
TRIESTE, &c., VIA PORTS OF CALL	SAMBIA	Aut. str.	—	—	SANDER, WILSON & CO.	On 14th inst.
NEW YORK VIA PORTS & SUEZ CANAL	INDIA	Brit. str.	—	—	MCGREGOR BROS. & CO.	On or about 20th inst.
NEW YORK VIA PORTS & SUEZ CANAL	GLIMWATSKY	Brit. str.	—	—	JARDINE, MATHESON & CO.	On 25th inst.
NEW YORK VIA PORTS & SUEZ CANAL	INDRANI	Brit. str.	—	—	SHEWAN, TOMES & CO.	On or about 1st Aug.
NEW YORK VIA PORTS & SUEZ CANAL	ARARA	Brit. str.	—	—	CARLOWITZ & CO.	Quick despatch.
VANCOUVER, VIA MOJI, &c.	L. SCHREFF	Brit. str.	—	—	CANADIAN PACIFIC R. CO.	On 12th inst., at Noon.
VANCOUVER, VIA SHANGHAI, &c.	ATHENIAN	Brit. str.	—	—	CANADIAN PACIFIC R. CO.	On 26th inst.
VICTORIA, B.C., VIA SHANGHAI, &c.	EMPEROR OF INDIA	Brit. str.	—	—	DODWELL & CO. LIMITED	To-day.
VICTORIA, B.C., VIA SHANGHAI, &c.	BRABNER	Jap. str.	—	—	NIPPON YUSEN KAISHA	On 18th inst., at 4 P.M.
PORTLAND (OR)	KAGA MARU	Jap. str.	—	—	SHEWAN, TOMES & CO.	On 11th inst., at Noon.
SAN FRANCISCO VIA SHANGHAI, &c.	INDRANI	Jap. str.	—	—	TOTO KISEN KAISHA	On 18th inst., at Noon.
SAN FRANCISCO VIA SHANGHAI, &c.	PERU	Aut. str.	—	—	PACIFIC MAIL S. S. CO.	On 29th inst.
SAN FRANCISCO VIA SHANGHAI, &c.	DELICIA KING	Brit. str.	—	—	BUTTERFIELD & SWIRE	On 10th inst.
AUSTRALIAN PORTS	GUANGLIN	Brit. str.	—	—	GIBB, LIVINGSTON & CO.	On 27th inst., at 4 P.M.
AUSTRALIAN PORTS	ROSETTA MARU	Jap. str.	—	—	NIPPON YUSEN KAISHA	On 28th inst., at 4 P.M.
YOKOHAMA DIRECT	TOSA MARU	Jap. str.	—	—	NIPPON YUSEN KAISHA	To-day, at Noon.
KOBE & YOKOHAMA	SADO MARU	Jap. str.	—	—	NIPPON YUSEN KAISHA	On 21st inst., at Daylight.
NAGASAKI, KOBE & YOKOHAMA	YAMATA MARU	Jap. str.	—	—	BUTTERFIELD & SWIRE	On 21st inst., at Noon.
MOJI	TIEN-TSIN	Brit. str.	—	—	NIPPON YUSEN KAISHA	To-day.
MOJI, KOBE & YOKOHAMA	KAGOSHIMA MARU	Brit. str.	—	—	BUTTERFIELD & SWIRE	On 18th inst., at Noon.
SHANGHAI	WONGUNG	Brit. str.	—	—	P. & O. S. N. Co.	On or about 18th inst.
SHANGHAI & JAPAN	MAIZURU MARU	Jap. str.	—	—	MITSUBI BUSSAN KAISHA	On 19th inst., at Daylight.
ANPING, VIA SWATOW & AMOY	MAIZURU MARU	Jap. str.	—	—	MITSUBI BUSSAN KAISHA	On 9th inst.
FOOCHOW, VIA SWATOW & AMOY	ANPIN MARU	Jap. str.	—	—	DOUGLAS, LAPEL & CO.	To-day, at 10 A.M.
TAMUI VIA SWATOW & AMOY	HATAN	Brit. str.	—	—	SHEWAN, TOMES & CO.	To-day, at 5 P.M.
SWATOW	PERLA	Brit. str.	—	—	JARDINE, MATHESON & CO.	To-morrow, at Noon.
MANILA	YUENSANG	Brit. str.	—	—	BUTTERFIELD & SWIRE	On 10th inst.
MANILA	CHANGSHA	Brit. str.	—	—	JARDINE, MATHESON & CO.	To-morrow, at 5 P.M.
MANILA	CHERYDRA	Brit. str.	—	—	B. J. BARLOW	On or about 6th inst.
SINGAPORE, PENANG & CALCUTTA	LOUISE J. KENNY	Amr. schr.	—	—	CARLOWITZ & CO.	On 21st inst., at Noon.
YAP, SAIPAN, GUAM, PONAPE, &c.	BORMIDA	Ital. str.	—	—	NIPPON YUSEN KAISHA	On 12th inst., at Noon.
BOMBAY VIA SINGAPORE & PENANG	MIKE MARU	Jap. str.	—	—	—	—
BOMBAY, VIA SINGAPORE & COLOMBO	—	—	—	—	—	—

IMPERIAL GERMAN MAIL LINE.

NORDDEUTSCHER LLOYD. HAMBURG-AMERIKA LINIE.

STEAM FOR SINGAPORE, PENANG, COLOMBO, ADEN, SUEZ, PORT SAID, NAPLES, GENOA, ANTWERP, BREMEN/HAMBURG.

PORTS IN THE LEVANTE, BLACK SEA AND BALTIC PORTS; ALSO LONDON, NEW YORK, BOSTON, BALTIMORE, NEW ORLEANS, GALVESTON, AND SOUTH AMERICAN PORTS.

STEAMERS WILL CALL AT SOUTHAMPTON TO LAND PASSENGERS AND LUGGAGE. N.B.—CARGO CAN BE TAKEN ON THROUGH BILLS OF LADING FOR THE PRINCIPAL PLACES.

PROPOSED SAILINGS FROM HONGKONG—SUBJECT TO ALTERATION.

STEAMERS	SAILING DATES
HAMBURG (Hamburg-Amerika Linie)	THURSDAY 13th June.
SACHSEN	THURSDAY 27th June.
KLAUTSCHOU (Hamburg-Amerika Linie)	THURSDAY 11th July.
BAYERN	THURSDAY 25th July.
STUTTGART	THURSDAY 8th August.
KONIG ALBERT	THURSDAY 22nd August.
PRINZESS-IRENE	THURSDAY 5th September.
PRINZ HEINRICH	THURSDAY 19th September.
PREUSSEN	WEDNESDAY 3rd October.
HAMBURG (Hamburg-Amerika Linie)	WEDNESDAY 17th October.
SACHSEN	WEDNESDAY 31st October.
KLAUTSCHOU (Hamburg-Amerika Linie)	WEDNESDAY 14th November.
BAYERN	WEDNESDAY 28th November.

ON THURSDAY, the 13th day of June, 1901, at Noon, the Steamship "H. MBURG," of the NORDDEUTSCHER LLOYD, Captain P. Magin, with MAILS, PASSENGERS, SPECIE and CARGO, will leave this Port as above, CALLING AT NAPLES and GENOA.

Shipping Orders will be granted till NOON on TUESDAY, the 11th June, Cargo and Specie will be received on Board until 5 P.M. on WEDNESDAY, the 13th June, and Parcels will be received at the Agency's Office until NOON on WEDNESDAY, the 13th June. Contents of Packages are required. No Parcel Receipts will be signed for less than \$2.50, and Parcels should not exceed Two Feet Cubic in Measurement. The Steamer has splendid accommodation, and carries a Doctor and Stewardess. Linen can be washed on board.

NORDDEUTSCHER LLOYD.

MELCHERS & CO., AGENTS.

Hongkong, 30th May, 1901.

NORTHERN PACIFIC STEAMSHIP CO.

PROPOSED SAILINGS FROM HONGKONG, VIA SHANGHAI, INLAND SEA OF JAPAN, KOBE AND YOKOHAMA.

FOR VICTORIA, B.C. AND TACOMA IN CONNECTION WITH NORTHERN PACIFIC RAILWAY COMPANY.

Steamer	Tons	Captain	Proposed Sailing
BRABNER	3,601	W. Watt	June 7th
DURKE OF PIPE	3,821	J. S. Cox	June 25th
OLYMPIA	2,837	J. Trubridge	July 16th

THE attention of Passengers is directed to the very cheap rates offered by this Line to the PACIFIC COAST and to the INTERIOR and EASTERN CITIES of the UNITED STATES and to EUROPE.

HONGKONG TO LONDON, £52. Excellent accommodation. First-class Table. Doctors and STEWARDESSE carried. Passengers to EUROPE may proceed by one of the First-Class ATLANTIC MAIL LINES.

HONGKONG TO NEW YORK, 248. The Railroad travelling is second to none on the American Continent; two trans-continental trains daily from Tacoma; Dining Car is attached to trans-continental trains day and night.

TACOMA to New York in 4 days. Magnificent Scenery of the Rocky and Cascade Mountains. The YELLOWSTONE NATIONAL PARK route.

HONGKONG TO VICTORIA, AND TACOMA, £35. The best route to the Kootenay Gold Fields. Frequent sailings from Victoria.

TACOMA to DEKA and St. MICHAEL. Rates of Passage to other Ports on application.

A special rate allowed to members of Government Service. For further information as to Passage or Freight, apply to DODWELL & CO. LIMITED, General Agents.

Hongkong, 7th May, 1901.

CANADIAN PACIFIC RAILWAY CO.'S ROYAL MAIL STEAMSHIP LINE.

THE FAST ROUTE BETWEEN CHINA, JAPAN, AND EUROPE, VIA CANADA, AND THE UNITED STATES. CALLING AT SHANGHAI, NAGASAKI, KOBE, YOKOHAMA AND VICTORIA, B.C.

SAFETY. SPEED. PUNCTUALITY. Twin Screw Steamships—6,000 Tons—10,000 Horse-Power—Speed 19 knots.

PROPOSED SAILINGS FROM HONGKONG.

(Subject to Alteration). "EMPEROR OF INDIA" Comdr. O. P. Marshall, R.N.R. WEDNESDAY, 26th June, 1901. "EMPEROR OF JAPAN" Comdr. H. Fyfe, R.N.R. WEDNESDAY, 17th July, 1901. "EMPEROR OF CHINA" Comdr. E. Archibald, R.N.R. WEDNESDAY, 7th Aug., 1901.

THE magnificent TWIN-SCREW STEAMSHIPS of this Line pass through the famous INLAND SEA OF JAPAN, and usually make the voyage YOKOHAMA to VANCOUVER (B.C.) in 12 DAYS, saving THREE DAYS to a WEEK in the Trans-Pacific journey. The CANADIAN PACIFIC RAILWAY, which leaves daily, and cross the Continent of the CANADIAN PACIFIC RAILWAY WITHOUT CHANGE IN 100 HOURS. FROM THE PACIFIC TO THE ATLANTIC WITHOUT CHANGE IN 100 HOURS. Clear connection is made at Montreal, Quebec, Halifax, New York and Boston, with all Trans-Atlantic Lines, which passengers to Great Britain and the Continent are given choice of.

Passengers booked through to all principal points and AROUND THE WORLD. Return tickets to various points at reduced rates. Good for 6, 9, and 12 months. SPECIAL RATES (First class only) granted to Missionaries, Members of the Naval, Military, Diplomatic, and Civil Services, and to European Officials in the Service of China and Japan Governments.

The attractive features of this Company's route embrace its PALATIAL STEAMSHIP (second to none in the World), the LUXURIANCE OF ITS TRANS-CONTINENTAL TRAINS (the Company having received the highest award for same at recent Chicago World's Exhibition), and the diversity of MAGNIFICENT MOUNTAIN AND LAKE SCENERY through which the Railway passes.

THE DINING CARS and MOUNTAIN HOTELS of this route are owned and operated by the Company, and their appointments and Cuisine are unequalled.

SPECIAL EXTRA SERVICE.

The Company's Steamers "TARTAR" and "ATHENIAN" have now been placed on the Line between CHINA and JAPAN PORTS and VANCOUVER, as additional sailings, leaving Hongkong as follows: "ATHENIAN" 3,882 Tons. Comdr. H. Mowatt. WEDNESDAY, 12th June, at Noon. "TARTAR" 4,425 Tons. Comdr. G. D. Bowler, R.N.R. About SATURDAY, 6th July. Taking Cargo and Passengers for all points in CANADA and UNITED STATES. In addition to their excellent Saloon Passengers accommodation, these steamers are especially adapted for 3rd CLASS EUROPEAN PASSENGERS, and usually make the run between YOKOHAMA and VANCOUVER in 14 Days.

For further information, Maps, Guides, Books, Rates of Passage and Freight, apply to D. E. BROWN, General Agent, Pedder's Street.

Hongkong, 6th June, 1901.

[10]

NIPPON YUSEN KAISHA

(THE JAPAN MAIL STEAMSHIP COMPANY).

PROJECTED SAILINGS FROM HONGKONG—SUBJECT TO ALTERATION.

STEAMERS	DESTINATIONS	SAILING DATES
TOSA MARU	YOKOHAMA (DIRECT)	FRIDAY, 7th June, at Noon.
S. J. G. Parsons	VICTORIA, B.C. AND SEATTLE, U.S.A. VIA SHANGHAI, KOBE, MOJI AND YOKOHAMA	MONDAY, 13th June, at 4 P.M.
KAGA MARU	MARSEILLES, LONDON, and BARKOW, VIA SINGAPORE, PENANG, COLOMBO & PORT SAID	FRIDAY, 14th June, at Daylight.
J. W. Ekstrand	MOJI, KOBE and YOKOHAMA	TUESDAY, 18th June, at Noon.
SHINANO MARU	KOBE and YOKOHAMA	FRIDAY, 21st June, at Daylight.
G. E. P. Cook	NAGASAKI, KOBE and YOKOHAMA	FRIDAY, 21st June, at Noon.
KAGOSHIMA MARU	HAMA, BOMBAY, VIA SINGAPORE and COLOMBO	FRIDAY, 21st June, at Noon.
K. Kori	MARSEILLES, LONDON, and ANTWERP, VIA SINGAPORE, PENANG, COLOMBO & PORT SAID	FRIDAY, 28th June, at Daylight.
SADO MARU	SYDNEY and MELBOURNE, via MANILA, THURSDAY ISLAND, TOWNSVILLE and BRISBANE	FRIDAY, 28th June, at 4 P.M.
W. Thompson	Through Passenger Tickets and Bills of Lading issued for the Principal Cities in the United States, Canada, and Europe, in connection with the GREAT NORTHERN RAILWAY and Atlantic Steamers.	
YAMATA MARU	For further information as to Freight, Passage, Sailings, &c., apply at the Company's Local Branch Office at Prince's Building, First Floor, Chater Road.	
A. E. Moses	A. S. MIHARA, Manager.	
MIKE MARU		
HITACHI MARU		
G. Anderson		
ROSETTA MARU		
N. Tate		

Through Passenger Tickets and Bills of Lading issued for the Principal Cities in the United States, Canada, and Europe, in connection with the GREAT NORTHERN RAILWAY and Atlantic Steamers. For further information as to Freight, Passage, Sailings, &c., apply at the Company's Local Branch Office at Prince's Building, First Floor, Chater Road.

A. S. MIHARA, Manager. Hongkong, 3rd June, 1901.

PENINSULAR AND ORIENTAL STEAM NAVIGATION COMPANY.

FOR	STEAMERS	TO SAIL ON	REMARKS.
LONDON, &c.	COROMANDEL	Noon, 8th June	See Special Advertisement.
MARSEILLES AND LONDON	SOCOTRA	About 15th June	Freight only.
SHANGHAI AND JAPAN	SHANGHAI	About 18th June	Freight or Passage.
LONDON	JAPAN	About 29th June	Freight or Passage.

For Further Particulars, apply to H. A. RITCHIE, Superintendent. Hongkong, 3rd June, 1901.

HAMBURG-AMERIKA LINIE. NORDDEUTSCHER LLOYD.

OSTASIATISCHER FRACHTDAMPFER DIENST.

(Taking Cargo at through rates to ANTWERP, AMSTERDAM, ROTTERDAM, LISBON, OPO RTO LONDON, LIVERPOOL, GLASGOW, TRIESTE, GENOA, PORTS IN THE LEVANTE, BLACK SEA AND BALTIC PORTS, NORTH AND SOUTH AMERICAN PORTS.)

PROPOSED SAILINGS FROM HONGKONG.

SUBJECT TO ALTERATION.

STEAMERS	DESTINATIONS	SAILING DATES
WITTENBURG	HAYRE, BREMEN & HAMBURG (Calling at Singapore and Colombo)	On 12th June Freight.
NURNBERG	HAYRE & HAMBURG (Calling at Singapore)	On 25th June Freight.
SAMBIA	HAYRE & HAMBURG (Calling at Singapore)	On 25th July Freight.

For further particulars, apply to HAMBURG-AMERIKA LINIE, HONGKONG OFFICE, QUEEN'S BUILDINGS, No. 1.

Hongkong, 3rd June, 1901.

[105]

SHIPPING.

ARRIVALS.

June 5, ICHANG, British str., 1,240, Wm. L. Jones, Wuhu 1st June and Chinkiang 2nd, 11th June, at 10 A.M. BUTTERFIELD & SWIRE.

June 6, TALBOT, British cruiser, 5,600, F. G. Stopford, England 2nd April, 1901, 5th June, 7th June, 10th June, 13th June, 16th June, 19th June, 22nd June, 25th June, 28th June, 1st July, 4th July, 7th July, 10th July, 13th July, 16th July, 19th July, 22nd July, 25th July, 28th July, 1st Aug., 4th Aug., 7th Aug., 10th Aug., 13th Aug., 16th Aug., 19th Aug., 22nd Aug., 25th Aug., 28th Aug., 1st Sept., 4th Sept., 7th Sept., 10th Sept., 13th Sept., 16th Sept., 19th Sept., 22nd Sept., 25th Sept., 28th Sept., 1st Oct., 4th Oct., 7th Oct., 10th Oct., 13th Oct., 16th Oct., 19th Oct., 22nd Oct., 25th Oct., 28th Oct., 1st Nov., 4th Nov., 7th Nov., 10th Nov., 13th Nov., 16th Nov., 19th Nov., 22nd Nov., 25th Nov., 28th Nov., 1st Dec., 4th Dec., 7th Dec., 10th Dec., 13th Dec., 16th Dec., 19th Dec., 22nd Dec., 25th Dec., 28th Dec., 1st Jan., 4th Jan., 7th Jan., 10th Jan., 13th Jan., 16th Jan., 19th Jan., 22nd Jan., 25th Jan., 28th Jan., 1st Feb., 4th Feb., 7th Feb., 10th Feb., 13th Feb., 16th Feb., 19th Feb., 22nd Feb., 25th Feb., 28th Feb., 1st Mar., 4th Mar., 7th Mar., 10th Mar., 13th Mar., 16th Mar., 19th Mar., 22nd Mar., 25th Mar., 28th Mar., 1st Apr., 4th Apr., 7th Apr., 10th Apr., 13th Apr., 16th Apr., 19th Apr., 22nd Apr., 25th Apr., 28th Apr., 1st May, 4th May, 7th May, 10th May, 13th May, 16th May, 19th May, 22nd May, 25th May, 28th May, 1st June, 4th June, 7th June, 10th June, 13th June, 16th June, 19th June, 22nd June, 25th June, 28th June, 1st July, 4th July, 7th July, 10th July, 13th July, 16th July, 19th July, 22nd July, 25th July, 28th July, 1st Aug., 4th Aug., 7th Aug., 10th Aug., 13th Aug., 16th Aug., 19th Aug., 22nd Aug., 25th Aug., 28th Aug., 1st Sept., 4th Sept., 7th Sept., 10th Sept., 13th Sept., 16th Sept., 19th Sept., 22nd Sept., 25th Sept., 28th Sept., 1st Oct., 4th Oct., 7th Oct., 10th Oct., 13th Oct., 16th Oct., 19th Oct., 22nd Oct., 25th Oct., 28th Oct., 1st Nov., 4th Nov., 7th Nov., 10th Nov., 13th Nov., 16th Nov., 19th Nov., 22nd Nov., 25th Nov., 28th Nov., 1st Dec., 4th Dec., 7th Dec., 10th Dec., 13th Dec., 16th Dec., 19th Dec., 22nd Dec., 25th Dec., 28th Dec., 1st Jan., 4th Jan., 7th Jan., 10th Jan., 13th Jan., 16th Jan., 19th Jan., 22nd Jan., 25th Jan., 28th Jan., 1st Feb., 4th Feb., 7th Feb., 10th Feb., 13th Feb., 16th Feb., 19th Feb., 22nd Feb., 25th Feb., 28th Feb., 1st Mar., 4th Mar., 7th Mar., 10th Mar., 13th Mar., 16th Mar., 19th Mar., 22nd Mar., 25th Mar., 28th Mar., 1st Apr., 4th Apr., 7th Apr., 10th Apr., 13th Apr., 16th Apr., 19th Apr., 22nd Apr., 25th Apr., 28th Apr., 1st May, 4th May, 7th May, 10th May, 13th May, 16th May, 19th May, 22nd May, 25th May, 28th May, 1st June, 4th June, 7th June, 10th June, 13th June, 16th June, 19th June, 22nd June, 25th June, 28th June, 1st July, 4th July, 7th July, 10th July, 13th July, 16th July, 19th July, 22nd July, 25th July, 28th July, 1st Aug., 4th Aug., 7th Aug., 10th Aug., 13th Aug., 16th Aug., 19th Aug., 22nd Aug., 25th Aug., 28th Aug., 1st Sept., 4th Sept., 7th Sept., 10th Sept., 13th Sept., 16th Sept., 19th Sept., 22nd Sept., 25th Sept., 28th Sept., 1st Oct., 4th Oct., 7th Oct., 10th Oct., 13th Oct., 16th Oct., 19th Oct., 22nd Oct., 25th Oct., 28th Oct., 1st Nov., 4th Nov., 7th Nov., 10th Nov., 13th Nov., 16th Nov., 19th Nov., 22nd Nov., 25th Nov., 28th Nov., 1st Dec., 4th Dec., 7th Dec., 10th Dec., 13th Dec., 16th Dec., 19th Dec., 22nd Dec., 25th Dec., 28th Dec., 1st Jan., 4th Jan., 7th Jan., 10th Jan., 13th Jan., 16th Jan., 19th Jan., 22nd Jan., 25th Jan., 28th Jan., 1st Feb., 4th Feb., 7th Feb., 10th Feb., 13th Feb., 16th Feb., 19th Feb., 22nd Feb., 25th Feb., 28th Feb., 1st Mar., 4th Mar., 7th Mar., 10th Mar., 13th Mar., 16th Mar., 19th Mar., 22nd Mar., 25th Mar., 28th Mar., 1st Apr., 4th Apr., 7th Apr., 10th Apr., 13th Apr., 16th Apr., 19th Apr., 22nd Apr., 25th Apr., 28th Apr., 1st May, 4th May, 7th May, 10th May, 13th May, 16th May, 19th May, 22nd May, 25th May, 28th May, 1st June, 4th June, 7th June, 10th June, 13th June, 16th June, 19th June, 22nd June, 25th June, 28th June, 1st July, 4th July, 7th July, 10th July, 13th July, 16th July, 19th July, 22nd July, 25th July, 28th July, 1st Aug., 4th Aug., 7th Aug., 10th Aug., 13th Aug., 16th Aug., 19th Aug., 22nd Aug., 25th Aug., 28th Aug., 1st Sept., 4th Sept., 7th Sept., 10th Sept., 13th Sept., 16th Sept., 19th Sept., 22nd Sept., 25th Sept., 28th Sept., 1st Oct., 4th Oct., 7th Oct., 10th Oct., 13th Oct., 16th Oct., 19th Oct., 22nd Oct., 25th Oct., 28th Oct., 1st Nov., 4th Nov., 7th Nov., 10th Nov., 13th Nov., 16th Nov., 19th Nov., 22nd Nov., 25th Nov., 28th Nov., 1st Dec., 4th Dec., 7th Dec., 10th Dec., 13th Dec., 16th Dec., 19th Dec., 22nd Dec., 25th Dec., 28th Dec., 1st Jan., 4th Jan., 7th Jan., 10th Jan., 13th Jan., 16th Jan., 19th Jan., 22nd Jan., 25th Jan., 28th Jan., 1st Feb., 4th Feb., 7th Feb., 10th Feb., 13th Feb., 16th Feb., 19th Feb., 22nd Feb., 25th Feb., 28th Feb., 1st Mar., 4th Mar., 7th Mar., 10th Mar., 13th Mar., 16th Mar., 19th Mar., 22nd Mar., 25th Mar., 28th Mar., 1st Apr., 4th Apr., 7th Apr., 10th Apr., 13th Apr., 16th Apr., 19th Apr., 22nd Apr., 25th Apr., 28th Apr., 1st May, 4th May, 7th May, 10th May, 13th May, 16th May, 19th May, 22nd May, 25th May, 28th May, 1st June, 4th June, 7th June, 10th June, 13th June, 16th June, 19th June, 22nd June, 25th June, 28th June, 1st July, 4th July, 7th July, 10th July, 13th July, 16th July, 19th July, 22nd July, 25th July, 28th July, 1st Aug., 4th Aug., 7th Aug., 10th Aug., 13th Aug., 16th Aug., 19th Aug., 22nd Aug., 25th Aug., 28th Aug., 1st Sept., 4th Sept., 7th Sept., 10th Sept., 13th Sept., 16th Sept., 19th Sept., 22nd Sept., 25th Sept., 28th Sept., 1st Oct., 4th Oct., 7th Oct., 10th Oct., 13th Oct., 16th Oct., 19th Oct., 22nd Oct., 25th Oct., 28th Oct., 1st Nov., 4th Nov., 7th Nov., 10th Nov., 13th Nov., 16th Nov., 19

VESSELS ON THE BERTH.
OCEAN STEAMSHIP COMPANY.

FROM	STEAMERS	DATE
GLASGOW and LIVERPOOL	"GLAUCUS"	On 11th June.
GLASGOW and LIVERPOOL	"ALCINOUS"	On 14th June.
HOMWARDS.		
LONDON	"DARDANUS"	On 11th June.
LONDON	"MACHAON"	On 25th June.
LONDON	"PROMETHEUS"	On 9th July.
LIVERPOOL, DIRECT.	"RHIPHEUS"	On 10th June.

For Freight, apply to
BUTTERFIELD & SWIRE,
AGENTS O. S. S. Co.

Hongkong, 20th April, 1901.

CHINA NAVIGATION CO.,
LIMITED.

FOR	STEAMERS	TO SAIL
MOJI	"TIENTSIN"	On 7th June.
SHANGHAI	"WOOSUNG"	On 10th June.
PORT DARWIN, THURSDAY	"CHANGSHA"	On 10th June.
ISLAND, COOKTOWN, TOWN		
SVILLE, BRISBANE, SYDNEY		
LAUNCESTON & MELBOURNE		

The attention of Passengers is directed to the superior accommodation offered by these steamers, which are fitted throughout with Electric Light. A duly qualified Surgeon is carried.

For Freight or Passage, apply to—

BUTTERFIELD & SWIRE,
AGENTS.

Hongkong, 3rd June, 1901.

FOR YAP, SAIPAN, GUAM, PONAPE
AND THE EASTERN CAROLINE
ISLANDS.

THE Vessel
"LOUISE J. KENNY"
will be despatched for the above ports on or
about 4th June.
For Freight, apply to
B. J. BARLOW,
Agent,
Queen's Buildings,
Hongkong, 4th June, 1901.

THE PENINSULAR AND ORIENTAL
STEAM NAVIGATION COMPANY.

STEAM FOR STRAITS, CEYLON, AUS-
TRALIA, INDIA, ADEN, EGYPT,
MEDITERRANEAN PORTS,
PLYMOUTH AND LONDON.
THROUGH BILLS OF LADING ISSUED FOR
BATAVIA, CONTINENTAL AND AMERICAN
PORTS.

THE Steamship
"COROMANDEL,"
Captain T. W. Vibert, R.M.S., carrying His
Majesty's Mails, will be despatched from this
for Bombay, on SATURDAY, the 8th June,
at Noon, taking passengers and cargo for
the above ports.
Silk and Valuables, all cargo for France, and
Tea for London (under arrangement) will be
transhipped at Colombo into a steamer proceed-
ing direct to Marseilles and London; other
cargo for London, &c., will be conveyed via
Bombay with transshipment.
Parcels will be received at this Office until 4
p.m. the day before sailing. The contents and
value of all packages are required.
Shippers are particularly requested to note
the terms and conditions of the Company's
Bills of Lading.
For further particulars, apply to
H. A. KITCHIN,
Superintendent.
Hongkong, 29th May, 1901.

REGULAR STEAMSHIP SERVICE TO
NEW YORK.
Via Ports and Suez Canal.
PROPOSED SAILINGS FROM HONGKONG.
"HILLGLEN" 14th June.
"LOWTHER CASTLE" 30th June.
"HEATHBURN" About 17th July.
"HUDSON" "
"JUPITER" "
"SATSUMA" "
* Calling at MANILA.
For Freight and further information, apply to
DODWELL & CO., LD.,
Agents.
Hongkong, 24th May, 1901. [878-1194-988]

AUSTRIAN LLOYD'S STEAM NAVI-
GATION COMPANY.

STEAM FOR
SINGAPORE, PENANG, CALCUTTA,
COLOMBO, ADEN, SUZ, PORT
SAID, FUME AND TRIESTE.
(Taking Cargo at through rates to the Brazils,
to SOUTH AFRICA, MADRAS, RED SEA,
BLACK SEA, AEGAEAN PORTS)
THE Company's Steamship
"INDIA"
Captain Ghezzi, will be despatched as above
on SATURDAY the 15th inst.
For information as to Freight, apply to
SANDER, WIELER & CO.,
Agents.
Hongkong, 4th June, 1901.

FOR NEW YORK.

THE 3/4 A II American ship
"L. SCHEPP"
will load for the above port, and will have quick
despatch.
For Freight, apply to
CARLOWITZ & CO.,
Agents.
Hongkong, 3rd June, 1901.

NOT RESPONSIBLE FOR DEBTS.

Neither the CAPTAINS, the AGENTS, nor the
OWNERS will be RESPONSIBLE for any
DEBT contracted by the Officers or the Crews
of the following Vessels during their stay in
Hongkong Harbour—
CLAVERING, British str., J. Barker.—Dodwell
& Co., Ltd.
COMPANIA DE FILIPINA, Amr. str., D. Migue.
Oriz.—Brando & Co.
EVIE J. Ray, American barque, Kater.—
Sander, WIELER & Co.
RANZA, British str., Arnot.—Standard Oil Co.
SEA WITCH, American ship, Howes.—Master.

THE 3/4 A II American ship
"L. SCHEPP"
will load for the above port, and will have quick
despatch.
For Freight, apply to
CARLOWITZ & CO.,
Agents.
Hongkong, 3rd June, 1901.

FOR NEW YORK.

THE 3/4 A II American ship
"L. SCHEPP"
will load for the above port, and will have quick
despatch.
For Freight, apply to
CARLOWITZ & CO.,
Agents.
Hongkong, 3rd June, 1901.

NOT RESPONSIBLE FOR DEBTS.

Neither the CAPTAINS, the AGENTS, nor the
OWNERS will be RESPONSIBLE for any
DEBT contracted by the Officers or the Crews
of the following Vessels during their stay in
Hongkong Harbour—
CLAVERING, British str., J. Barker.—Dodwell
& Co., Ltd.
COMPANIA DE FILIPINA, Amr. str., D. Migue.
Oriz.—Brando & Co.
EVIE J. Ray, American barque, Kater.—
Sander, WIELER & Co.
RANZA, British str., Arnot.—Standard Oil Co.
SEA WITCH, American ship, Howes.—Master.

VESSELS ON THE BERTH
U. S. MAIL LINES.

PACIFIC MAIL S.S. CO. OCCIDENTAL & ORIENTAL S.S. CO.
TAKING CARGO AND PASSENGERS TO JAPAN, THE UNITED STATES,
MEXICO, CENTRAL AND SOUTH AMERICA AND EUROPE

VIA
THE OVERLAND RAILWAYS AND ATLANTIC AND OTHER CONNECTING
STEAMERS.

VIA INLAND SEA OF JAPAN AND HONOLULU.

PROPOSED SAILINGS FROM HONGKONG.

"PERU"	TUESDAY, 18th June, at Noon.
"COPTIC"	THURSDAY, 27th June, at Noon.
"CITY OF PEKING"	SATURDAY, 13th July, at Noon.
"GAELIC"	TUESDAY, 23rd July, at Noon.
"CHINA"	TUESDAY, 31st Aug., at Noon.
"DORIC"	THURSDAY, 15th Aug., at Noon.

THE P. M. S. S. Co.'s Steamship "PERU" will be despatched for SAN FRANCISCO
via SHANGHAI, NAGASAKI, INLAND SEA, KOBE, YOKOHAMA
and HONOLULU on TUESDAY, the 18th June, at Noon, taking Freight for Japan, the
United States and Europe.
Steamers of these lines pass through the INLAND SEA OF JAPAN, and call at HONO-
LULU, and passengers are allowed to break their journey at any point en route.

Through Passage Tickets granted to England, France, and Germany by all trans-Atlantic
lines of Steamers, and to the principal cities of the United States or Canada. Rates may be
obtained on application.

Passengers holding through ORDERS TO EUROPE have the choice of the Overland
Rail route from San Francisco, including the SOUTHERN PACIFIC, CENTRAL
PACIFIC, UNION PACIFIC, DENVER, and RIO GRANDE and NORTHERN
PACIFIC RAILWAYS; also the CANADIAN PACIFIC RAILWAY on payment of
\$4 in addition to the regular tariff rate.

Passengers holding orders for OVERLAND CITIES in United States have between
San Francisco and Chicago, the option of the SOUTHERN PACIFIC, CENTRAL
PACIFIC, UNION PACIFIC, DENVER and RIO GRANDE and other direct lines.

Particulars of the various routes can be had on application.

Special Rates (first class only) to European Ports, are granted to Missionaries, members of
the Naval, Military, Diplomatic and Consular Services, and European Civil Service officials
located in Asia, and to European officials in the service of the Governments of China and Japan.

TO UNITED STATES AND CANADIAN PORTS, Special rates (first class only)
are granted to Missionaries, members of the Naval and Military
Services, and to Consular and Diplomatic officials of Governments of China and Japan.

RETURN PASSAGE.—Passengers who do not hold round-trip tickets but who have paid
full first-class fare from ports of call in the Orient to the United States, Canada or Europe, and
re-embark at San Francisco or Honolulu for the return voyage at any time within twelve months,
will be allowed a reduction of ten per cent. from fare, San Francisco or Honolulu, to original
port of embarkation.

Passengers who do not hold round-trip tickets but who have paid full-class fare from the
United States, Canada or Europe, to a port of call in Japan or China and re-embark at such port
of call for return voyage at any time within twelve months, will be allowed a reduction of ten per
cent. from fare to San Francisco or Honolulu.

Through Bills of Lading issued for transportation to Yokohama and other Japan Ports, to
San Francisco, to Atlantic and Inland Cities of the United States, via Overland Railway, to
Havana, Trinidad, and Demerara, and to ports in Mexico, Central and South America, by the
Companies' and connecting Steamers.

Freight will be received on board until 4 P.M. the day previous to sailing. Parcel Packages
will be received at the Office until 5 P.M. same day; all Parcel Packages should be marked to
address in full; value of same is required.

Consular Invoices to accompany each shipment of Cargo or Parcel (valued at \$100 gold
or over) destined to points beyond San Francisco in the United States, should be sent to the
Company's Office, addressed to the Collector of Customs, San Francisco.

Merchant's Invoice will be sufficient for Cargo or Parcel (each shipment) when the value is
less than \$100 U.S. gold.

For further information as to Passage and Freight, apply to the Agency of the Companies,
Queen's Building.

GEO. ECKLEY,
ACTING AGENT.

Hongkong, 3rd June, 1901.

COMPAGNIE DES MESSAGERIES
MARITIMES.
PAQUEBOTS-POSTE FRANCAIS.

NOTICE.

STEAM FOR
SAIGON, SINGAPORE, BATAVIA,
COLOMBO, BOMBAY, ADEN, EGYPT,
MARSAILLES, MEDITERRANEAN
AND BLACK SEA PORTS,
LONDON, HAVRE, BORDEAUX,
ALSO
PORTS OF BRAZIL AND RIVER PLATE.

ON MONDAY, the 17th June, 1901, at
1 P.M., the Company's Steamship
"NATAL," Captain Bonis, with Mails,
Passengers, Specie and Cargo, will leave this
port for MARSAILLES via BOMBAY.

This steamer connects at COLOMBO with
the *Armand Behic*, which vessel takes on her
Passengers and Mails leaving that port on the
29th instant direct to Suez, Port Said and
Marseilles.

Cargo and Specie will be registered for
London as well as for Marseilles, and accepted in
transit through Marseilles for the principal
places of Europe.

Shipping Orders will be granted till Noon.
Cargo will be received on board until 4 P.M.
Specie and Parcels until 3 P.M. on the 16th
June. (Parcels are not to be sent on board;
they must be left at the Agency's Office.) Con-
tents and Value of Packages are required.
For further particulars, apply at the Com-
pany's Office.

G. DE CHAMPEAUX,
Agent.

Hongkong, 4th June, 1901.

THE UNITED STATES AND CHINA
JAPAN STEAMSHIP LINE.

FOR NEW YORK VIA SUEZ CANAL.

THE Steamship
"INDRANI"
will be despatched for the above port on or
about 25th June, 1901.
For Freight, apply to
JARDINE, MATHESON & CO.,
Agents.
Hongkong, 17th May, 1901. [1273]

FOR NEW YORK.

THE Steamship
"GLENARNEY"
will be despatched for the above port on or
about 1st August, 1901.
For Freight, apply to
SHEWAN TOMES & CO.,
Agents.
Hongkong, 15th May, 1901. [1289]

FOR LONDON.

THE Steamship
"GLENARNEY"
will be despatched for the above port on or
about 1st August, 1901.
For Freight, apply to
SHEWAN TOMES & CO.,
Agents.
Hongkong, 15th May, 1901. [1289]

FOR LONDON.

THE Steamship
"GLENARNEY"
will be despatched for the above port on or
about 1st August, 1901.
For Freight, apply to
SHEWAN TOMES & CO.,
Agents.
Hongkong, 15th May, 1901. [1289]

PORTLAND AND ASIATIC STEAM-
SHIP COMPANY.

Agents for and in connection with
OREGON RAILROAD AND NAVI-
GATION COMPANY.
Operating the New First Class Steamships
"INDRAVELLI," "INDRAPURA,"
"KNIGHT COMPANION,"
between HONGKONG and PORTLAND
(OR), calling at SHANGHAI, NAGASAKI,
MOJI, KOBE and YOKOHAMA.
THE Steamship

"INDRAVELLI"
will be despatched for Portland (Or.) on
TUESDAY, the 18th June, 1901.

Through Bills of Lading issued to Pacific
Coast Ports and all Eastern, Canadian and
United States Ports.
For through rates of Freight and further
information, communicate with or apply to
ALLAN CAMERON,
General Agent,
or to
SHEWAN TOMES & CO.
Hongkong, 24th May, 1901. [1288]

EASTERN AND AUSTRALIAN STEAM-
SHIP COMPANY, LIMITED.

FOR SYDNEY AND MELBOURNE.
(Calling at Port Darwin and QUEEN-
SLAND PORTS, and taking through
Cargo to ADELAIDE, NEW ZEALAND,
TASMANIA, &c.)
THE Steamship

"AIRLIE."
Captain St. John George, will be despatched for
the above ports on THURSDAY, the 27th
inst., at 4 P.M.

This well-known Steamer is specially fitted
for Passengers, and has a Refrigerating Cham-
ber, which ensures the supply of Fresh Provi-
sions, Ice, &c., throughout the voyage.
This Steamer is installed throughout with
the Electric Light.
A Stewardess and a duly qualified Surgeon
are carried.

N.B.—Return Tickets issued by this Com-
pany to and from Australia are available for
return by the steamers of the China Navigation
Company and vice versa.
For Freight or Passage, apply to
GIBB, LIVINGSTON & CO.,
Agents.
Hongkong, 5th June, 1901. [1427]

CARBOLINEUM-AVENARIUS
USED FOR OVER TWENTY YEARS.

Thoroughly reliable preservative for Wood
and Stone against White Ants, Decay, Fungus,
Rot, and Dampness.
Sole Agents for China,
LUTGENS, EINSTAMANN & CO.,
Hongkong, 31st August, 1897. [372]

NOTICES TO CONSIGNEES

STEAMSHIP "SIDNEY."
COMPAGNIE DES MESSAGERIES
MARITIMES.

NOTICE.
CONSIGNEES of Cargo from London, ex
s.s. *Guadalupe* and *Bordeaux*, ex s.s.
Verthemois and *Ville de Strasbourg*, in connec-
tion with above Steamers hereby informed that
their goods, with the exception of Opium, Treas-
ure and Valuables, are being landed and stored at
their risks into the Godowns of the Hongkong
and Kowloon Wharf and Godown Co., Limited,
at Kowloon, whence delivery may be obtained
immediately after landing.

Optional Cargo will be forwarded on unless
intimation is received from the Consignees
before NOON, TO-DAY, the 5th inst., request-
ing it to be landed here.

Bills of Lading will be countersigned by the
Undersigned. Goods remaining unclaimed after
WEDNESDAY, the 12th inst., at Noon, will
be subject to rent and landing charges.
All claims must be sent in to me on or before
the 12th inst., or they will not be recognised.
All damaged packages will be examined on
WEDNESDAY, the 12th inst., at 3 P.M.
No Fire Insurance has been effected.
G. DE CHAMPEAUX,
Agent.

Hongkong, 5th June, 1901. [2]

THE CHINA MUTUAL STEAM NAVI-
GATION COMPANY, LIMITED.

NOTICE TO CONSIGNEES.
FROM GLASGOW AND LIVERPOOL.
THE Company's Steamship

"CHINGWO,"
having arrived from the above ports, Consignees
of Cargo are hereby informed that their Goods
are being landed and placed at their risk in the
Hongkong and Kowloon Wharf and Godown
Company's Godowns at Kowloon, where each
consignment will be sorted out mark by mark
and delivery can be obtained as soon as the
goods are landed.

Goods not cleared by the 10th instant, at
10 A.M., will be subject to rent.
No Fire Insurance will be effected.
All damaged packages must be left in the
Godowns, and a certificate of the damage ob-
tained from the Godown Co. within ten days
after the vessel's arrival here, after which no
claims will be recognised.

Optional goods will be landed here unless
instructions are given to the contrary before
2 P.M. TO-DAY.
JARDINE, MATHESON & CO.,
Agents.
Hongkong, 3rd June, 1901. [1413]

NIPPON YUSEN KAISHA.

NOTICE TO CONSIGNEES.
FROM MIDDLESBOROUGH, ANTWERP,
LONDON, PORT SAID, COLOMBO
AND SINGAPORE.
THE Company's Steamship

"KANAGAWA MARU,"
having arrived from the above ports, Consignees
of Cargo are hereby informed that their Goods
are being landed and placed at their risk in the
Hongkong and Kowloon Wharf and Godown
Company's Godowns at Kowloon, where each
consignment will be sorted out mark by mark
and delivery can be obtained as soon as the
goods are landed.

Optional Goods will be carried on unless in-
structions are given to the contrary before
Noon, TO-DAY.
Goods not cleared by the 11th instant will be
subject to rent.
No Fire Insurance has been effected.
All ship-damaged packages must be left in the
Godowns and Notice of same sent to this Office
before the 14th inst., or claims in connection
therewith will not be recognised.
NIPPON YUSEN KAISHA.
Hongkong, 4th June, 1901. [1424]

INDO-CHINA STEAM NAVIGATION
COMPANY, LIMITED.

FROM CALCUTTA, PENANG AND
SINGAPORE.
THE Company's Steamship

"CHELYDRA,"
having arrived from the above ports, Con-
signees of Cargo by her are hereby informed
that their goods will be delivered from along-
side.
Cargo impeding the discharge or remaining
on board after Noon, the 6th instant, will be
landed at Consignees' risk and expense into
Godowns at EAST POINT.
No Fire Insurance will be effected.
Bills of Lading will be countersigned by
JARDINE, MATHESON & CO.,
General Managers.
Hongkong, 4th June, 1901. [1419]

WANTED—A Well-qualified and Ex-
perienced CHINESE CLERK, able
to Write and Translate Chinese into English
and vice versa.
Apply—
H. B.
Care of Daily Press Office.
Hongkong, 5th June, 1901. [1426]

THE BRITISH NORTH BORNEO CO.

APPLICATIONS are invited for the
POSITION of SUPERINTENDENT
of PUBLIC WORKS and GOVERNMENT
SURVEYOR. Applications and Copies of
Testimonials to be sent to the undersigned,
from whom terms may be learnt. Appointment
to be taken up as soon as possible.
GIBB, LIVINGSTON & CO.,
Agents.
Hongkong, 26th January, 1901. [339]

AUTOMATIC MAUSER
PISTOLS.

CALIBRE 7.63 mm.
With CHAMBER for 10 CARTRIDGES,
FIRING 10 SHOTS in 2 SECONDS.
SIEMSEN & CO.
Hongkong, 3rd October, 1900. [73]

RUIAERT PERE & FILS, REIMS

Established 1719.
CHAMPAGNE GROWERS AND
SHIPPERS.
Ship only the Finest Quality
Extra Dry (Green Seal)
LAURENT, WEGENER & CO.,
Sole Agents.
Hongkong, 17th May 1896. [1271]

FOR SALE.

FIFTY YEARS OF PROGRESS.

THE JUBILEE OF HONGKONG
AS A
BRITISH CROWN COLONY.
BEING AN
HISTORICAL SKETCH
TO WHICH IS ADDED AN ACCOUNT OF
THE CELEBRATIONS
OF
21ST TO 24th JANUARY, 1891,
AND A
DESCRIPTION OF THE INDUSTRIES
OF THE COLONY.
Royal 8vo, 48 pages.
Price 8s. Cash.
The Booksellers or Daily Press Office.
Hongkong, 27th January 1891.

THE CHINA AND JAPAN
TELEPHONE CO., LD.
HONGKONG EXCHANGE.

OPEN DAY AND NIGHT.
SUBSCRIPTIONS—
EXCHANGE LINES,
\$80 Per Annum.
PRIVATE LINES,
\$100 Per Annum.
NO CHARGE FOR INSTALLATION.
N.B.—A special charge is made for lines ex-
ceeding more than average length.

INDO-CHINA STEAM NAVIGATION
COMPANY, LIMITED.

FROM CALCUTTA, PENANG AND
SINGAPORE.
THE Company's Steamship

"CHELYDRA,"
having arrived from the above ports, Con-
signees of Cargo by her are hereby informed
that their goods will be delivered from along-
side.
Cargo impeding the discharge or remaining
on board after Noon, the 6th instant, will be
landed at Consignees' risk and expense into
Godowns at EAST POINT.
No Fire Insurance will be effected.
Bills of Lading will be countersigned by
JARDINE, MATHESON & CO.,
General Managers.
Hongkong, 4th June, 1901. [1419]

WANTED—A Well-qualified and Ex-
perienced CHINESE CLERK, able
to Write and Translate Chinese into English
and vice versa.
Apply—
H. B.
Care of Daily Press Office.
Hongkong, 5th June, 1901. [1426]

THE BRITISH NORTH BORNEO CO.

APPLICATIONS are invited for the
POSITION of SUPERINTENDENT
of PUBLIC WORKS and GOVERNMENT
SURVEYOR. Applications and Copies of
Testimonials to be sent to the undersigned,
from whom terms may be learnt. Appointment
to be taken up as soon as possible.
GIBB, LIVINGSTON & CO.,
Agents.
Hongkong, 26th January, 1901. [339]

AUTOMATIC MAUSER
PISTOLS.

CALIBRE 7.63 mm.
With CHAMBER for 10 CARTRIDGES,
FIRING 10 SHOTS in 2 SECONDS.
SIEMSEN & CO.
Hongkong, 3rd October, 1900. [73]

RUIAERT PERE & FILS, REIMS

Established 1719.
CHAMPAGNE GROWERS AND
SHIPPERS.
Ship only the Finest Quality
Extra Dry (Green Seal)
LAURENT, WEGENER & CO.,
Sole Agents.
Hongkong, 17th May 1896. [1271]

FOR SALE.

FIFTY YEARS OF PROGRESS.

THE JUBILEE OF HONGKONG
AS A
BRITISH CROWN COLONY.
BEING AN
HISTORICAL SKETCH
TO WHICH IS ADDED AN ACCOUNT OF
THE CELEBRATIONS
OF
21ST TO 24th JANUARY, 1891,
AND A
DESCRIPTION OF THE INDUSTRIES
OF THE COLONY.
Royal 8vo, 48 pages.
Price 8s. Cash.
The Booksellers or Daily Press Office.
Hongkong, 27th January 1891.

THE CHINA AND JAPAN
TELEPHONE CO., LD.
HONGKONG EXCHANGE.

OPEN DAY AND NIGHT.
SUBSCRIPTIONS—
EXCHANGE LINES,
\$80 Per Annum.
PRIVATE LINES,
\$100 Per Annum.
NO CHARGE FOR INSTALLATION.
N.B.—A special charge is made for lines ex-
ceeding more than average length.

ELECTRIC SUPPLIES OF EVERY
DESCRIPTION IN STOCK,
Including—
BATTERIES,
CHEMICALS,
ELECTRIC BELLS,
INSULATORS,
LIGHTNING CONDUCTORS,
SWITCHES,
TELEPHONES,
WIRE, &c., &c.

PRICE LISTS
ON
APPLICATION.

ELECTRIC BELL INSTALLATIONS
ERECTED AND KEPT IN
ORDER.
Estimates given for all kinds of Electrical
work.
Trained Mechanicians sent to Out-Ports to
fit up Installations if required.
For full particulars, &c., &c.,
Apply to
W. STUART HARRISON,
Manager.
Note Address—No. 2, Ice House P.
Hongkong, 18th January 1898. [2539]

